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Compliments of
CONGRESSMAN WILLIAM S. MAILLIARD
6th District
San Francisco, California

Final Report of
NORTHERN CALIFORNIA TRANSIT DEMONSTRATION PROJECT

APPENDIX

COORDINATED TRANSIT FOR THE SAN FRANCISCO BAY AREA – NOW TO 1975

Cal MTD-3 and Cal MTD-4
October 1967

PREPARED BY SIMPSON & CURTIN — TRANSPORTATION ENGINEERS — PHILADELPHIA & SAN FRANCISCO

SAN FRANCISCO CBD:
HUB OF THE
TRANSPORTATION NETWORK
PHOTO BY SUNDERLAND

Final Report of

NORTHERN CALIFORNIA

TRANSIT DEMONSTRATION PROJECT

APPENDIX

COORDINATED TRANSIT FOR THE SAN FRANCISCO BAY AREA — NOW TO 1975

Cal MTD-5 and Cal MTD-6

October 1967

The preparation of this report has been financed in part through a grant from the United States Department of Housing and Urban Development under the provisions of Section 6 of the Urban Mass Transportation Act of 1964.

PREPARED BY SIMPSON & CURTIN — TRANSPORTATION
ENGINEERS — PHILADELPHIA & SAN FRANCISCO

Foreword

The Final Report of the Northern California Transit Demonstration Project sets forth the recommended networks for Muni and AC Transit under the plan of transit coordination which will be required when BARTD goes into operation in the early 1970's. These appendices have been prepared to make available statistical data and other details concerning the present and proposed surface transit networks not included in the Final Report of the Northern California Transit Demonstration Project. They include a description of the transit network coding technique developed by the consultants as a method of computer analysis of the existing network which formed the basis for development of the recommended network.

The recommended network of routes for San Francisco Municipal Railway, set forth in the Final Report of NCTDP, provides for a four-prong system of rapid transit lines from the southern and western sections of the city to downtown San Francisco, supplemented by rapid bus service on present and committed freeways. In addition, it includes 54 surface routes, with several new crosstown lines, others rerouted for connection to rapid transit, and some retained to accommodate intermediate travel.

The network is proposed, not only for coordination with BARTD, but also to satisfy the other missions for Muni improvement which are part of this demonstration program:

- Define other corridors for rapid transit development;
- Test over 50 requests for route extensions and other service changes submitted by various organizations and individuals;

- Develop other route changes unrelated to BARTD for improving the Muni system.

The underlying support for the numerous changes proposed as well as the details of coordination with BARTD and AC Transit are set forth in the main report. This supplement deals solely with the changes in routings and other operational details which make up this recommended network, including new BARTD feeder routes in areas not served by AC Transit or Muni.

Included also are the descriptions of the physical, demographic and economic characteristics of the segmented areas and travel corridors which make up the AC Transit and Muni service territories, as well as new areas served by BARTD.

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Appendix A

TRANSIT NETWORK CODING

Computer programs to analyze coded highway networks have been available for several years. Coding transit networks for compatibility with these programs, currently in use in transportation systems analysis, presents many problems peculiar to movement through a network of separate transit routes. However, the basic principles employed in coding highway networks are valid and the coding method is adequate with certain modifications.

The 1965 transit network for the NCTDP study area is comprised of the entire system of Muni routes serving San Francisco, AC Transit routes serving East Bay communities and Greyhound routes serving eastern Contra Costa County and Peninsula communities south of San Francisco. This 1965 system of more than 120 separate transit routes was mapped in relation to the 474 origin-destination analysis zones established in the NCTDP study area.

Information required for coding a transit network includes the following:

1. Detailed route map indicating streets traversed by each route
2. Peak and off-peak scheduled running times between schedule checkpoints
3. Peak and off-peak headways
4. Data concerning special services such as peak period express, short turns, etc.

Coding the Network

Several characteristics of the transit system require special coding consideration.

> Trips cannot flow freely from one route to another without being penalized for the time involved in physically transferring from one route to another.
>
> Several transit routes can run on the same street but their lines of travel must be kept separate.
>
> Trips cannot flow freely from one system to another (i.e., different transit systems) without being penalized for the transfer time and also the transfer cost.
>
> Access links at zone centroids must account for the time required not only in getting to a route but also in waiting for a vehicle to arrive.

With these restraints in mind, each route was divided into "travel links" defined by a series of numbered "nodes." Travel links on routes "A" and "B" in Figure A-1 are 361-352, 362-354, etc.

Nodes are placed adjacent to each centroid so that "access links" may be coded. Representative walking times from access points to the zone centroids were computed by measuring the average distance between the centroid and its route with an average walking speed of three miles per hour. In addition to walking time, originating trips were given an additional waiting time which was set equal to the walking time but never less than two minutes, nor more than five minutes, since individuals seldom arrive at exactly the same time as the vehicle. For example, Figure A-1 indicates connections from centroid 100 to route "E" and shows travel time from 100 to 365 as eight minutes (four minutes waiting), while travel time in the reverse direction from 365 to 100 is only four minutes since no waiting is necessary after leaving the vehicle.

Transfer between routes is permitted only through "transfer links" as indicated by the dotted lines in Figure A-1. Time for these links is computed at one-half the headway of the route to which the transfer is being made, with any required walking time added at three miles per hour (distance is coded as 0). For example, Figure A-1 shows the time required to transfer from route "A" to route "F" through link 352-351 as five minutes (route "F" headway is 10 minutes) while the time required to transfer in the reverse direction from route "F" to route "A" through link 351-352 as five minutes (route "F" headway is 10 minutes) while the time required to transfer in the reverse direction from route "F" to route "A" through link 351-352 is 10 minutes (route "A" headway is 20 minutes). Since routes "A" to "E" are in reality running on the same street, there is no spatial separation between them and the links between transfer points (i.e., 351-353, 353-355, etc.) are coded with 0 time and 0 distance so that no time is added to the trip which is travelling straight through on route "F."

One exception is made to the transfer rule of one-half the headway. When transit service is operating on very wide headways - - one-half hour or more - - riders will plan their journeys and companies will adjust their schedules to arrive at transfer points at specific times rather than randomly. A 10-minute upper limit was set for transfer times to "wide headway" routes.

The number of links which may emanate from any node is limited by the computer program. Therefore, at locations where many routes converge, a "ladder" is incorporated into the network - - connections from centroid 100 in Figure A-1 require such a device. Three route connections are made to centroid 100, the fourth and last connection permitted to centroid 100 is connected by a "dummy link" (0 time, 0 distance) to a "sub-load node." This permits two additional route connections to be made from what is physically the same location. A second "dummy link" connects to a second sub-load node and the procedure is repeated. The "ladder" is expandable and can accommodate any number of movements from a single node.

Loading the Network

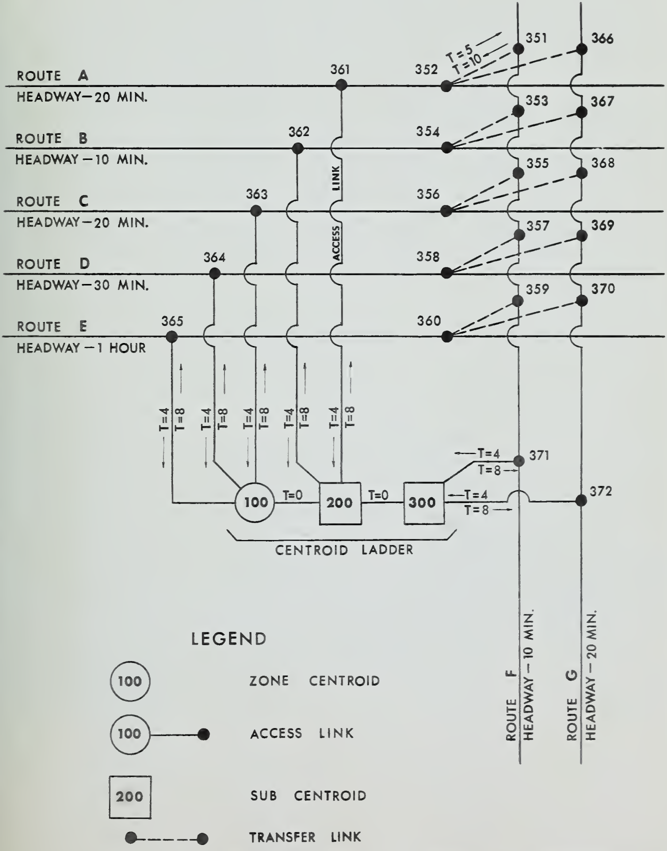
Once the transit network has been coded and submitted to the computer for editing and building, it is possible to perform many transit use analyses by combining the coded network with origin-destination trip tables.

The first step in network use is to build "trees" for each zone in the system. During this phase of the process, the machine selects each of the 474 zones in sequence and finds the route which yields the shortest elapsed travel time from that zone to each of the other 473 zones - - the calculation involves 224,202 "trees" and requires approximately 10.3 minutes of computer time.

When the minimum paths on the transit network between zones have been defined, zone-to-zone travel paths are combined with zone-to-zone trips to obtain the volume of riding on each link of the transit system.

FIGURE A-1

TRANSIT NETWORK CODING PROCEDURE



Appendix B

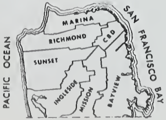
SAN FRANCISCO TRANSIT CORRIDORS

For the purpose of analyzing the transit network and the areas served, San Francisco was divided into six corridors, each of which has a natural travel path relationship with the CBD. The corridors radiate from the CBD and are made even more natural by geographical features of the city.

The six corridors are shown on the following map and are identified as:

Marina
Richmond
Ingleside
Sunset
Mission
Bayview

Corridor boundaries were made to conform to census tract boundaries to make possible the use of U. S. Census data. In addition, the boundaries conform to planning zones used by the San Francisco Department of Planning. Thus, the 171 travel analysis zones in San Francisco were grouped into these six transit corridors.



MARINA CORRIDOR

The Marina corridor is primarily a residential and recreational area, located along the northeastern edge of the city. It includes the residential areas of Chinatown, North Beach, Russian Hill, Pacific Heights and the Marina. The recreational and commercial sections comprise Chinatown, Fisherman's Wharf, Ghirardelli Square and Aquatic Park; a small amount of industrial activity is located along the Embarcadero. The residential portions are made up of multi-family two and three story units and several high-rise apartment buildings.

Population of the area was 75,376 in the 1960 Census. 45,918 persons reside in predominantly residential sections, resulting in the highest population density in the city - - 49.9 persons per acre.

More than 37,000 Marina residents are workers with median incomes per census tract ranging from a high of $9,305 to a low of $4,338; the corridor average is $7,030 which is 12.5% higher than the San Francisco average.

Land area totals 3,010 gross acres of which 921 acres or 30.6% are classified as residential. Of the remaining acres, 13% are devoted to shopping or commercial purpose, 7.5% to industrial, and the remaining 1,471 acres or 48.9% to "other use".

Transit Operations

Transit service in the Marina corridor consists of 11 routes as follows:

- 10 arterial routes - Nos. 19, 15-42, 30, 30X, 32, 41, 45, 47, 59 and 60.
- 1 crosstown route - No. 22.

All routes have their terminals in the corridor and operate into or through the CBD, with the exception of Route 22. This crosstown line runs between the Marina and Bayview, connecting the Richmond, Sunset, Marina and Mission corridors.

Route 45 and cable car Routes 59 and 60 terminate in the CBD, while Routes 19, 30 and 32 extend further south to the Southern Pacific Depot. Both Routes 59 and 19 serve Fisherman's Wharf.

Route 41 operates through the CBD to the Mission corridor while Route 47, in addition to the Mission, serves the Bayview corridor after passing through the CBD from the Marina corridor.

Routes 15-42 and 30X also are through-routed from the Marina corridor through the CBD to the Bayview corridor. Route 30X is an express route operating during daytime hours on weekdays.

The combined service in the Marina corridor for these 10 arterial routes totals 2,830,000 miles annually, providing about 37.5 miles per resident.

RICHMOND CORRIDOR

The Richmond corridor is a densely populated residential area running across the northern half of the city. It includes Nob Hill, the Western Addition, Richmond and Outer Richmond. The area is about 6 miles long and 1 mile wide, stretching from the CBD on the east to the Pacific Ocean on the west. It is bounded on the north by the Presidio and Lincoln Park and on the south by Golden Gate Park.

The Richmond corridor is the most populous in the city (170,624 according to the 1960 Census) and generates the highest volume of transit riding.

The residential nature is primarily 2 and 3 story, multi-family dwellings in the inner portion of the area, and single and multi-family units in the outer area including a section of large, private homes along the northern edge of the corridor. Several high-rise apartment buildings are located in the area, particularly on Nob Hill and in the vicinity of Van Ness Ave.

The gross acreage of this corridor is 4,034. Of this total 2,873 acres or 71.2% are classified as residential, 677 as shopping, and 484 acres for other purposes.

Of the total population, 127,782 reside in predominately residential areas indicating a population density of 44.5 persons per acre. 82,768 of the persons residing in the Richmond corridor were workers with median incomes by census tracts varying from a high of $18,281 to a low of $3,463 - - the average being $6,862 or 9.8% higher than the San Francisco average.

Transit Operations

The corridor is served by a total of 16 routes:

- 10 arterial routes - Nos. 1, 2, 3, 5, 21, 31, 38, 55, 61 and 80.
- 6 crosstown routes - Nos. 10, 18, 22, 24, 28, and 43.

All of the arterial routes operate between various sections of the corridor and the CBD. Routes 3, 80 and 61 (cable car) are short routes operating between the Western Addition and the CBD.

Limited stop service is provided on Routes 5, 31 and 55 during peak periods on weekdays and Routes 2 and 38 offer express service.

With the exception of Route 22, all crosstown routes operate in a north-south direction between Richmond and adjacent corridors. Route 22 is through-routed between the Richmond, Marina, Mission and Bayview corridors.

Routes 18, 24 and 43 operate between the Richmond and the Sunset corridor with Routes 18 and 24 continuing crosstown and terminating in the Ingleside and Mission corridors respectively. Routes 10 and 28 provide service between the Richmond, Sunset, Ingleside and Mission corridors. Route 28 terminates in the Ingleside corridor and Route 10 operates through to the Bayview corridor.

The combined annual service operated in the Richmond corridor by the arterial routes totals about 5,820,000 transit miles, or 34.1 miles per person.

SUNSET CORRIDOR

The Sunset corridor is an area of approximately 6 square miles in the western part of the city. It is bounded on the west by the Pacific Ocean, on the north by Golden Gate Park, on the east by hilly area around Mt. Sutro and Twin Peaks, and on the south by Lake Merced and the Ingleside corridor. The area is almost exclusively residential in character and consists primarily of single family dwelling units. These range from the older, row type homes in the Parkside district to the large, single homes in the area west of Twin Peaks. Other major activities in the area include the University of California Medical Center, Sigmund Stern Grove and the beach front along the Great Highway.

Population density in the Sunset corridor is 29.9 persons per residential acre, or slightly under the city average of 30.7, based on a 1960 population of 132,585 of whom 110,137 reside in residential sections.

The number of employed persons totalled 60,450 with median incomes ranging by census tracts from $9,793 to $5,201, with an average of $7,591 or 21.5% higher than the city average.

The corridor contains 5,303 gross acres of which 69.4% are classified as residential, 4.9% shopping, and the remaining 25.7% represents undeveloped acreage around Mt. Sutro and Twin Peaks.

Transit Operations

Transit service in the corridor is provided by a total of 14 routes:

- 7 arterial routes - Nos. 6, 7, 16, 66, 71-72, L and N.
- 6 crosstown routes - Nos. 10, 18, 22, 24, 28 and 43.
- 1 feeder route No. 34

Routes L and N are streetcar routes operating from outer terminals in the Sunset through the CBD along Market St. to the Trans-bay Terminal. Routes 6, 7, 66 71 and 72 also operate into the CBD.

Route 16 is an express route operating on weekdays only during the peak periods between the Sunset corridor and the CBD.

With the exception of Route 43, all crosstown routes operate through the Sunset corridor and have their terminals in adjacent corridors. Route 43 operates only between Sunset and the Richmond corridors. Feeder Route 34 operates on weekdays during daytime only between the Sunset and Ingleside corridors.

Annually, 4,169,000 miles of transit service are provided by the arterial routes in this corridor. This amounts to 31.4 miles per resident.

INGLESIDE CORRIDOR

The Ingleside corridor is a residential area in the southwestern corner of San Francisco. It extends from the Pacific Ocean northeasterly to and including the Twin Peaks area. Between the residential sections and the ocean is a recreational area approximately 1½ miles square including Lake Merced and the Zoological Gardens.

The character of the area is principally residential. The type of dwelling units ranges from single family homes in the outer sections to the larger single homes in the St. Francis Woods section. On the upper slopes of Twin Peaks are numerous clusters of new, low-rise apartment type dwellings. Parkmerced is a large development of high-rise apartment buildings located along 19th Ave.

Other significant land uses in the area are the Stonestown shopping center, San Francisco State College and City College of San Francisco.

The population of the Ingleside corridor was 81,506 in 1960. About 75% resided on acres classified as residential, resulting in a population density of 21.5 persons - - considerably lower than the city average of 30.7.

35,600 of the residents were classified as workers with median incomes varying by census tracts from $12,628 to $6,161. The corridor average was $8,706, or 39.3% higher than the San Francisco average.

The gross area, including Lake Merced, is 5,299 acres of which 54.5% is residential, 440 acres as principally shopping and the remaining 1.969 acres or 37.2% are of non-residential type and include Lake Merced and the park areas around the mountain peaks.

Transit Operations

Transit service in the Ingleside corridor is provided by 11 routes:

- 3 arterial routes - Nos. 17X, K and M.
- 4 crosstown routes - Nos. 10, 18, 28 and 35.
- 4 feeder routes - Nos. 17, 34, 36 and 37.

In addition, Routes 11, 12 and 26 also serve the corridor, but most of their operation is in the Mission District and they are included with the routes in that corridor.

Route 17X is an express route operating during weekdays only from a local pick-up area in Parkmerced and continuing to the CBD via the Southern and James Lick Freeways. Streetcar Routes K and M operate from outer terminals in the Ingleside corridor to the Trans-bay Terminal in the CBD via the Twin Peaks tunnel and Market St.

Except for Route 18, the crosstown routes operate through the corridor to and from adjacent corridors. Route 18 has its southern terminal in Ingleside and operates north to the Sunset and Richmond corridors.

Feeder Routes 34, 36 and 37 serve passengers in the Mt. Sutro, Mt. Davidson and Twin Peaks sections and feed the streetcar lines in the Twin Peaks tunnel.

The combined yearly service operated in the Ingleside corridor by the arterial routes totals approximately 1,518,000 miles or 18.6 miles per resident.

MISSION CORRIDOR

This is the corridor through which the BARTD Daly City line will pass. It is an area approximately 5 miles long and 1½ miles wide in the south-central part of San Francisco. It comprises the Mission and Outer Mission districts. Although, like the preceding corridors, the Mission is primarily residential in character, a small amount of the total land use, about 3%, is devoted to industrial activity.

The residential character of the corridor is represented by single, row-type dwelling units in the Outer Mission and 2 and 3 story multi-family dwelling units in the Mission district.

Mission St., which traverses the corridor from one end to the other, is a commercial artery for nearly its entire length and provides access to the San Francisco CBD from the Daly City area.

The population (1960 Census) of the Mission corridor was 128,585. 115,176 persons reside in residential sections yielding a population density of 34.7 persons per acre.

The land area consists of 3,760 acres, of which 88.2% is classified as residential. Of the remainder, 5.2% is devoted to shopping, 2.9% to industrial use and 3.7% to miscellaneous purposes.

Over 53,000 of Mission residents are workers with median incomes varying by census tracts from $7,536 to $4,181, resulting in an average of $6,306 or 9% higher than the San Francisco average.

Transit Operations

Transit service in the Mission corridor consists of the following 18 routes:

- 11 arterial routes - Nos. 8, 9, 12, 14, 14X, 33, 41, 11, 27, 26 and J.
- 4 crosstown routes - Nos. 10, 22, 28 and 35.
- 3 feeder routes - Nos. 23, 51 and 52.

The 11 arterial routes all operate into the CBD. Routes 9, 12 and 14 are designated as the Mission Street lines since they operate over that street for the most part. Route 12 originates in the Ingleside corridor while Route 14X operates from Daly City during weekday peak periods via the freeways to the CBD. Route 8 operates along Market St. from the eastern portal of Twin Peaks tunnel to the Ferry Bldg.

Route 11 and 26 have their outer terminals in the Ingleside corridor and operate through the Mission corridor en route to Market St. Express service is operated over Route 26 to the CBD during weekday peak periods only.

Route 33 has its outer terminal in the Sunset corridor and operates through the Mission and terminates in the CBD while Route 41 operates through the CBD to the Marina corridor.

Route J is a streetcar line operating between the residential sections along Church St. and the CBD. Route 27 operates through the Mission corridor to the CBD and has its outer terminal in the Ingleside corridor.

Of the four crosstown routes, Routes 28 and 35 have their terminals in the corridor while the others are through-routed serving other areas. Feeder Route 23, operates entirely in the corridor between the Farmer's Market, the Bernal residential section and Mission St.

Routes 51 and 52 feed Mission lines from the east. Route 52 operates wholly within the Mission corridor while Route 51 originates in the Bayview corridor.

The combined service operated in the Mission corridor by the 11 arterial routes totals approximately 4,697,000 miles per year, providing 36.5 miles per person.

BAYVIEW CORRIDOR

Bayview is the largest corridor in San Francisco. Its 7,655 acres represent nearly 25 percent of the total area. In terms of population density, it is the lowest of the corridors - - 17.7 persons per residential acre. It is the industrial area of the city.

Located along the eastern edge of the city, Bayview is approximately 6 miles long and varies from 2 to 4 miles wide. Nearly all of the major manufacturing industries of San Francisco are located in the corridor along with shipping and warehousing activities along the southern Embarcadero.

The residential areas are located in the western and southern parts of the corridor and consist mainly of multi-family housing units in the Potrero Hill, Bernal Heights and Hunters Point areas.

Among the major activities in the area are the Naval Shipyard, San Francisco Hospital and Candlestick Park.

In 1960, the total population was 101,048. 35,358 were workers with incomes varying by census tracts from $6,956 to $3,459 and average of $5,560 or 11% lower than the San Francisco average.

Nearly half, 3,745 acres, of the total area is classified as industrial, 3,139 acres or 41% are classified as predominantly residential, and the remaining 771 acres are of a non-residential character and mainly utilized for public use. None of the acreage is considered to be predominantly for shopping or commercial use.

Transit Operations

Transit service in the Bayview corridor is operated over 12 routes as follows:

- 5 arterial routes - Nos. 15-42, 25, 30X, 32 and 47.
- 3 crosstown routes - Nos. 10, 22 and 35.
- 4 feeder routes - Nos. 29, 51, 53 and 81.

Route 15-42 operates between the Bayview and the Marina passing through the downtown area en route. Route 25 operates exclusively in the corridor from the Cow Palace in San Mateo County to the CBD. Route 30X operates from its outer terminal in the Mission corridor to the Marina through the Bayview corridor and via James Lick Freeway to the CBD. Route 32 operates for its entire length along the Embarcadero from the Bayview to the Marina corridor passing through the eastern end of the CBD and serving the shipping activities along the waterfront. Route 47 operates from its terminal in Bayview to Fort Mason and Aquatic Park in the Marina.

Feeder Routes 29, 53 and 81 operate entirely in the corridor while Route 51 also serves the Mission corridor.

The three crosstown routes, Nos. 10, 22 and 35 have their eastern terminals in the Bayview corridor but also serve adjacent corridors to the west and north.

Approximately 27.1 miles of transit service per person are provided by the arterial routes in this corridor annually. The aggregate mileage amounts to more than 2,742,000.

Appendix C

EXPLANATION OF TERMS

The comparative statistics for each route in 1965 and 1975 have been developed on as nearly comparable terms as circumstances will permit. Attention is directed to the following differences:

Annual Revenue - 1965 annual revenue for Muni routes includes total route revenues derived from the summation of adult fares, school cash and ticket fares, advertising and other miscellaneous revenue. 1975 annual revenue includes only adult fares and advertising revenue along with the effect of Fare Plan VI. Because of these differences, revenue figures are not entirely comparable.

Annual Revenue Passengers - 1965 adult revenue passengers are developed from Muni records eliminating student riders. 1975 revenue passengers are derived from the proposed plan networks and to that extent, may be compared directly to 1965.

Annual Vehicle Hours - 1965 and 1975 vehicle hours are not directly comparable on two counts. The 1965 hours are based on existing travel speeds and total revenue passengers (including school service), while 1975 hours are the result of revised operating speeds and a level of service necessary to meet adult revenue passengers requirements.

Annual Vehicle Miles - The same cautions apply to vehicle miles as were mentioned for vehicle hours.

Revenue - Cents per mile - 1965 revenue per mile is derived from the annual revenue and vehicle mile statistics, while 1975 revenue per mile incorporates the effect of adult revenue, changed mileage, and Fare Plan VI.

The remaining statistics of Appendix C are self-explanatory.

ROUTE J - CHURCH

Route Description

Present - This is an arterial streetcar line operating between the Mission Corridor and the Trans-bay Terminal in downtown San Francisco. The route originates at 30th and Church Sts. and operates along Church St. except for a small stretch of private right-of-way between 18th and 22nd Sts. Church St. is a mixed residential and commercial street with single and multi-family dwelling units extending on both sides. En route service is provided to Immaculate Conception, St. Paul, Notre Dame and Mission High Schools and James Lick and Everett Junior High Schools.

The route enters the San Francisco CBD on Market St. and serves the commercial, shopping and recreational activities in the downtown area.

Service is provided seven days per week.

Proposed Plan- The route would remain essentially unchanged, but would be converted to bus operation and the southern loop extended from 29th and Church Sts. via 29th St., Castro St., 30th St., 29th St. and Church St.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$482,665	$880,569
Annual Revenue Passengers (Adult)	3,083,902	4,798,943
Annual Vehicle Hours	54,575	101,030
Annual Vehicle Miles	448,717	959,789
Revenue Cents per Mile	107.6¢	91.7¢
Length of Route O-W Miles	4.3	4.6
Schedule Speed (MPH)	8.2	9.5
Maximum Vehicles	16-11-14	
Weekday Headways	4-7-4½	

ROUTE K - INGLESIDE
L - TARAVAL
M - OCEAN VIEW

Route Description

Present - These three arterial streetcar routes begin at the Trans-bay Terminal, are combined along Market St. in the CBD and in the Twin Peaks Tunnel, but split at West Portal and serve different residential areas in the Ingleside and Sunset Corridors.

Route K originates on Ocean Ave. near San Francisco City College. It serves the residential and commercial areas along Ocean Ave., Junipero Serra and the shopping area along West Portal Ave. before entering the Twin Peaks Tunnel. The residential character of the area is primarily single-family homes. Service is also provided to Aptos Junior High School.

Route L operates in the Parkside district of the Sunset Corridor along Taraval St. The route originates near the Zoological Gardens and serves the residential area along 46th Ave. composed of single-family, row-type homes, and the mixed residential and commercial development along Taraval St. Between 30th Ave. and West Portal, the commercial development intensifies and the bordering residential area is mostly single-family dwelling units.

Route M operates between the residential area in the southwestern part of the city and the CBD. The route begins at Broad St. and Plymouth Ave. and serves the residential area to 19th Ave. Along 19th Ave., the route serves San Francisco State College and Stonestown shopping center as well as single-family residences and apartment buildings on both sides of the avenue. Between 19th Ave., Rossmoor Dr. and St. Francis Circle, the route is on private right-of-way.

The service area of the route on West Portal Ave. comprises a neighborhood shopping area bordered by single-family residences.

Service is provided on all routes seven days per week.

oposed Plan - These routes would become feeder bus routes to the Twin Peaks rapid transit line and the BARTD Mission line. Route K would be extended on the east via Ocean Ave. to serve the BARTD Balboa Park Station and would continue over the present route to the St. Francis Circle Station of the Twin Peaks line.

Route L would operate over the existing route and serve the Muni Rapid West Portal Station.

Route M would operate over the existing route and serve the Twin Peaks line stations at 19th and Holloway; Winston Ave., St. Francis Circle and West Portal. On the east, the line would be extended via Broad St. and San Jose Ave. to the BARTD Balboa Park Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$1,648,430	$346,993
Annual Revenue Passengers (Adult)	10,542,211	4,322,170
Annual Vehicle Hours	192,952	59,609
Annual Vehicle Miles	2,039,938	734,769
Revenue Cents per Mile	80.8¢	47.2¢
Length of Route O-W Miles		2.3
K	7.33	12.3
L	8.06	
M	8.24	
Schedule Speed (MPH)	10.6	
Maximum Vehicles - K	18-11-17	
- L - M	39-27-38	
Weekday Headways - K	4-8-3½	
- L	2½-8-3½	
- M	8-8-5	

ROUTE N - JUDAH

Route Description

Present - Route N is an arterial streetcar route operating between the Sunset Corridor and the CBD. From a terminal at Great Highway near the Pacific Ocean, the route operates along Judah St. to 9th Ave. through a residential area of older, single and multi-family dwelling units. The area around 9th Ave. and Irving St. is commercially developed. In this area, the route serves Kezar Stadium, the University of California Medical Center and Polytechnic High School. The route enters the Sunset Tunnel at Carl and Cole Sts. emerging on the east end at Duboce Ave. From there, it enters the CBD and operates along Market St. to the Trans-bay Terminal at 1st and Mission Sts. where, like the other streetcar lines, it connects with the AC Transit trans-bay routes.

roposed Plan - This would be converted to bus and become a feeder route between its present western terminal and the 19th Ave. station of the Sunset rapid transit line.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$832,119	$144,393
Annual Revenue Passengers (Adult)	5,326,192	2,132,910
Annual Vehicle Hours	97,095	29,721
Annual Vehicle Miles	987,729	362,595
Revenue Cents per Mile	84.2¢	39.8¢
Length of Route O-W Miles	7.1	1.8
Schedule Speed (MPH)	10.2	12.2
Maximum Vehicles	27-18-24	
Weekday Headways	2½-5-2½	

ROUTE 1 - CALIFORNIA
3 - JACKSON

Route Description

Present - Service between the northern portion of the Richmond Corridor and the downtown area is provided by these trolley coach routes. Route 1 operates from a terminal at 33rd Ave. and Geary Blvd. through the residential areas along 32nd Ave. and California St. to Presidio Ave. From that point, the route enters the CBD via Sutter St. to a terminal at Market and Sansome Sts. The residential areas served by this route range from large, single-family homes along the outer end of the line to the multi-family units and small apartment buildings along Sutter St. George Washington High School, Presidio, Roosevelt and Benjamin Franklin Junior High Schools are also served by the route.

Route 3 is basically a short service on Route 1 between Presidio and California St. and the CBD. It operates over the same streets except at the outer end where it leaves the main route at Sutter and Fillmore Sts. and serves the commercial and residential areas along Fillmore St., Jackson St. and Presidio.

Service is operated on each route Monday through Saturday. Combined service is operated nights, Sundays and holidays.

Proposed Plan - Route 1 would remain unchanged from Market St. to California St. and Arguello Blvd. From that point, the route would operate via Arguello Blvd. to a terminal at the Arguello Station of the Richmond rapid transit line on Geary Blvd.

Route 3 would not be changed.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$751,055	$2,887,850
Annual Revenue Passengers (Adult)	4,794,080	15,965,351
Annual Vehicle Hours	99,586	294,248
Annual Vehicle Miles	816,808	2,394,803
Revenue Cents per Mile	92.0¢	120.6¢
Length of Route O-W Miles	7.2	3.7
Schedule Speed (MPH)	8.2	8.1
Maximum Vehicles	29-19-38	
Weekday Headways - 1	4-8-4	
- 3	6-6-4	

ROUTE 2 - CLEMENT

Route Description

Present - Route 2 is an arterial, operating between the Richmond Corridor and the CBD. It has two outer terminals, one at 48th and Point Lobos Aves. and one at the Veterans Hospital at Fort Miley. The route serves the residential areas near 33rd Ave. and Geary Blvd., along 33rd Ave., Clement St., Euclid Ave., Presidio and Sutter St. It enters the CBD on Sutter St. and terminates at Market and Sansome Sts. The residential areas served vary from single-family homes near the outer end of the line to multi-family units and apartment buildings closer to the CBD. George Washington and Star of the Sea High Schools are served along with Presidio and Roosevelt Junior High Schools.

Service is operated seven days per week, and limited stop and express service is operated on weekdays.

oposed Plan - This route would be eliminated.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$562,083	-
Annual Revenue Passengers (Adult)	3,586,591	-
Annual Vehicle Hours	82,751	-
Annual Vehicle Miles	858,775	-
Revenue Cents per Mile	65.5¢	-
Length of Route O-W Miles	6.4	-
Schedule Speed (MPH)	10.4	-
Maximum Vehicles	34-16-26	-
Weekday Headways	2-6-2	-

ROUTE 5 - MC ALLISTER

Route Description

Present - This route is an arterial, trolley coach route operating between Playland-at-the-Beach along the southern edge of the Richmond Corridor and the CBD. From its outer terminal at the amusement park, the route operates south on La Playa and east on Fulton St. serving the single and multi-family dwelling units on one side and Golden Gate Park on the other. Also served are the University of San Francisco and the commercial and residential areas along McAllister St. The route enters the CBD on McAllister St., serves the Civic Center and operates along Market St. to a terminal at the Ferry Building.

Limited-stop service during peak periods on weekdays is operated by motor coach over the same route. Regular service is provided seven days per week.

oposed Plan - No change would be made in this route between the Ferry Building and Arguello Blvd. and Fulton St. From that point the route would continue north on Arguello Blvd. to California St., 32nd Ave., Clement St., 33rd Ave., Cabrillo St. to the terminal at La Playa and Balboa St. Direct connection would be made with the Arguello and 33rd Ave. Stations of the Richmond rapid transit line.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$687,078	$552,821
Annual Revenue Passengers (Adult)	4,399,228	3,840,411
Annual Vehicle Hours	95,765	64,007
Annual Vehicle Miles	933,419	691,274
Revenue Cents per Mile	73.6¢	80.0¢
Length of Route O-W Miles	7.2	8.5
Schedule Speed (MPH)	9.8	10.8
Maximum Vehicles	30-18-32	
Weekday Headways	2½-5-2	

ROUTE 6 - MASONIC
7 - HAIGHT

Route Description

Present - Service between the Sunset Heights residential area in the Sunset Corridor and the CBD is provided by this arterial, trolley coach route combination. The downtown terminal is at the Ferry Building and the routes operate along Market St. to Haight St. Along Haight St., it serves the commercial development and the two and three story multi-family dwelling units. Route 6 also provides service to the Polytechnic High School, Herbert Hoover Jr. High, and the University of California Medical Center on Parnassus Ave. The route then operates through the residential areas along 9th and 10th Aves. to a terminal at 14th Ave. and Quintara St.

Route 7 is a short turn service on Route 6 and operates over the same streets except at the outer end where Route 7 operates over Haight St. to Stanyan St. (Golden Gate Park and Kezar Stadium).

Daily service is operated on Route 6 while Route 7 operates daily except Sunday.

Proposed Plan - No change would be made in Route 6 from its outer terminal to 9th Ave. and Judah St. From that point, the route would continue on 9th Ave., serve the 9th Ave. Station of the Sunset rapid transit line, then continue to Lincoln Way, Stanyan St. to Haight St. and the present route to Market and Beale Sts. From that point the route would continue via Beale St., the Embarcadero Freeway and the Bay Bridge to Yerba Buena and Treasure Islands.

Route 7 would be eliminated.

Route Statistics	1965	Proposed Plan 1975
Annual Revenue	$747,374	$396,469
Annual Revenue Passengers (Adult)	4,772,699	3,337,269
Annual Vehicle Hours	115,940	56,734
Annual Vehicles Miles	953,294	567,336
Revenue Cents per Mile	78.4¢	69.9¢
Length of Route O-W Miles	6.8	6.3
Schedule Speed (MPH)	8.2	10.0
Maximum Vehicles	34-26-37	
Weekday Headways - 6	3-6-4	
- 7	3-6-4	

ROUTE 8 - MARKET

Route Description

Present - Route 8 is an arterial, trolley coach route operating on Market St. from Castro St. in the Mission Corridor to the Ferry Building near the Embarcadero. The route operates entirely on Market St. except for a short loop at each end. The outer end of the line, near Twin Peaks Tunnel, serves primarily apartment buildings and two and three story multi-family dwellings.

Service is provided on Route 8 seven days per week.

Proposed Plan - This route would be eliminated.

Route Statistics	1965	Proposed Plan 1975
Annual Revenue	$390,583	-
Annual Revenue Passengers (Adult)	2,493,949	-
Annual Vehicle Hours	54,953	-
Annual Vehicle Miles	401,031	-
Revenue Cents per Mile	97.4¢	-
Length of Route O-W Miles	3.5	-
Schedule Speed (MPH)	7.3	-
Maximum Vehicles	17-13-18	-
Weekday Headways	3-5-3	-

ROUTE 9 - RICHLAND
12 - MISSION-OCEAN AVE.
14 - MISSION

Route Description

Present - These three trolley coach routes are combined for operating purposes. They are arterials operating between the Mission Corridor and the CBD and are referred to as the "Mission lines". Route 14 is the main line, originating in Daly City and following Mission St. along its entire length to a downtown terminal at the Ferry Building. Routes 9 and 12 are short service routes and operate to the same downtown terminal.

Route 9 originates in a residential area along Richland Ave., about midway down the Mission Corridor. It joins Route 14 at Richland Ave. and Mission St.

Route 12 originates west of Mission St. in the Ingleside Corridor at the Phelan Loop on Ocean Ave. where it serves City College of San Francisco. It joins the main route at Ocean Ave. and Mission St.

Mission St. from Daly City to 24th St. is mixed residential and commercial. The residential areas are both single and multi-family type with some small apartment buildings. North of 24th St., Mission St. is heavily commercialized with residential areas with primarily two to four-story multi-family dwellings extending to either side. In the downtown area, Mission St. is an office building and wholesale merchandising area.

Schools served by the three routes include Balboa and Mission High and St. Johns High Schools, Denman, Horace Mann and Everett Junior High Schools.

Express service is operated by motor coach from the outer end of Route 14 to the CBD via the Southern and James Lick Freeways. (This portion of the route is included with Route 11.)

Daily service is operated on Routes 12 and 14. Saturday and Sunday service on Route 9 is operated in conjunction with Route 27.

Proposed Plan - Route 9 would be eliminated.

Route 12 would be eliminated.

Route 14 would be changed only slightly with short turn service operating from Mission St. via Cortland Ave. to Bayshore Blvd. and returning over the same route. Additional short turn service would serve the residential area along Goethe St. between Mission St. and the Southern Freeway. These routes would provide local service along the BARTD line and serve the BARTD 24th and 16th St. Stations.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$1,344,798	$807,714
Annual Revenue Passengers (Adult)	8,617,568	4,292,262
Annual Vehicle Hours	178,082	81,757
Annual Vehicle Miles	1,726,966	858,452
Revenue Cents per Mile	77.9¢	94.1¢
Length of Route O-W Miles	9.3	7.8
Schedule Speed (MPH)	9.7	10.5
Maximum Vehicles	41-37-49	
Weekday Headways - 9	6-13-8	
- 12	6-7-5	
- 14	3½-6½-3	

ROUTE 10 - MONTEREY

Route Description

Present - Route 10 is a long-crosstown route operating through the Richmond, Sunset, Ingleside, Mission and Bayview Corridors. From a northern terminal at 12th Ave. and California St., the route swings a wide arc with the CBD as a center, serving the residential and commercial areas along 10th Ave. in the Richmond Corridor, then passes through the eastern end of Golden Gate Park and the various cultural activities there and enters the Sunset district on 9th Ave. It serves the residential areas along the lower slopes of Mt. Sutro and enters the Ingleside Corridor on Laguna Honda Blvd. through a residential area of single homes and continues through the residential area along the western side of Mt. Davidson. From there, it operates along Monterey Blvd. to the Mission Corridor and serves the residential areas of the Outer Mission district proceding east through the residential areas along Cortland Ave. to a terminal in the industrial area at Bayshore Blvd.

Service is provided seven days per week.

Proposed Plan - This route would operate from California St. and Funston Ave. via Funston to the Park Presidio Station of the Richmond subway line and then to 10th Ave. and Fulton St. where it would continue over the present route and serve the 9th Ave. Station of the Sunset line. From that point, it would continue on the present route to the Forest Hill Station of the Twin Peaks line, and then over Laguna Honda Blvd., Woodside Ave., O'Shaughnessy Blvd., Bosworth St. to the BARTD Glen Park Station and continue on Bosworth St. to Mission St., Crescent Ave., Alemany Blvd., Industrial St., Barneveld Ave., Oakdale Ave., Toland St., Jerrold Ave. to terminal at 3rd St.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$232,838	$223,390
Annual Revenue Passengers (Adult)	1,490,660	1,814,744
Annual Vehicle Hours	53,970	56,817
Annual Vehicle Miles	578,315	607,939
Revenue Cents per Mile	40.3¢	36.7¢
Length of Route O-W Miles	8.6	9.5
Schedule Speed (MPH)	10.7	10.7
Maximum Vehicles	13-9-12	
Weekday Headways	7-11-8	

ROUTE 11 - HOFFMAN
14 - MISSION
40 - COMMUTER

Route Description

Present - These routes are combined for operating purposes, but perform somewhat different functions. Route 11 is a Mission St. route operating between the residential areas to the east of Twin Peaks near 24th St. and the CBD. The area primarily consists of two and three-story multi-family dwelling units. In addition, the route serves Immaculate Conception, Notre Dame and Mission High Schools along with the commercial activities on Mission St. The downtown terminal is at the Ferry Building.

Route 14, in this instance, is a motor coach service on Mission St., operating limited stop service off-peak and Saturdays over the Route 14 trolley coach line. Peak-period express service is also operated from the area between Daly City and Alemany Blvd. and the CBD via the freeways. Peak-period limited stop service on weekdays is routed via Guerrero St. between 14th and Randall Sts.

Route 40 is a weekday, peak-period, shuttle service between the Southern Pacific Railroad depot at 3rd and Townsend Sts. and 2nd and Market Sts.

oposed Plan - Route 11 and 14 would be eliminated.

Route 40 would not be changed.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$649,753	$331,685
Annual Revenue Passengers (Adult)	4,132,509	3,453,509
Annual Vehicle Hours	94,817	69,070
Annual Vehicle Miles	982,083	518,026
Revenue Cents per Mile	66.2¢	64.0¢
Length of Route O-W Miles	10.9	1.2
Schedule Speed (MPH)	10.4	7.5
Maximum Vehicles	40-19-35	
Weekday Headways - 11	7-16-7	
- 14	3-8-3	
- 40	2-0-2	

ROUTE 15 - 3RD/KEARNY
42 - 3RD/EVANS

Route Description

Present - For operating purposes, these routes are separately identified, but they are actually one route with three legs on each end. They operate as long arterials between North Beach, the CBD and the Bayview Corridor to the Navy Yard and Visitacion Valley residential area. The major portion of the route is on 3rd St. and it encircles nearly all of the eastern half of the City. On the southern end of the route, one leg serves the Hunters Point residential area and the Navy Yard, the other leg serves Visitacion Valley and the residential areas along Geneva Ave. to Mission St. On the northern end, two legs serve the industrial and commercial area near the Embarcadero, while the other serves the residential and commercial areas of North Beach.

Along 3rd St., the route serves the major industrial area of San Francisco and the waterfront activities along the bay.

Daily service is provided on the basic route.

Proposed Plan - No change would be made in Route 15 except that the Navy Yard leg via Palou St. would be eliminated and the route would be extended on the north to the vicinity of Fisherman's Wharf.

New Route 15X would operate express service from Army St. via the Embarcadero Freeway to 3rd St.

Route 42 would operate from Filbert and Front Sts. via Front St., Broadway, Battery St., 1st St., Folsom St., 2nd St. and over the present route to 3rd and Palou Sts. From that point the route would operate on Palou and Spear Sts. to the Navy Yard. The Evans St. leg to the Navy Yard would be eliminated and replaced by Route 24. The Davis St. loop north of Market St. would also be eliminated.

Northbound Route 42 would operate from the Navy Yard over the same route to 3rd and Folsom Sts. then via Folsom St., Fremont St., Pine St., Sansome St. and Filbert St. to Front St.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$936,334	$2,116,605
Annual Revenue Passengers (Adult)	5,967,401	17,086,202
Annual Vehicle Hours	141,634	366,133
Annual Vehicle Miles	1,648,533	4,100,688
Revenue Cents per Mile	56.8¢	51.6¢
Length of Route O-W Miles	13.7	9.5
Schedule Speed (MPH)	11.6	11.4
Maximum Vehicles	46-27-46	
Weekday Headways	1½-3½-1½	

ROUTE 16X - NORIEGA EXPRESS

Route Description

Present - This is an express route operating during peak periods, on weekdays only, between the Sunset Corridor and the CBD. Its local pick-up area is between 48th Ave. and Noriega St. and Golden Gate Park. It then operates express through the park and into the Richmond Corridor and to the downtown area via Golden Gate Ave. to a terminal at Mason and Market Sts.

Proposed Plan- This route would be eliminated.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$68, 592	-
Annual Revenue Passengers (Adult)	433, 765	-
Annual Vehicle Hours	11, 257	-
Annual Vehicle Miles	150, 225	-
Revenue Cents per Mile	45. 7¢	-
Length of Route O-W Miles	7. 4	-
Schedule Speed (MPH)	13. 5	-
Maximum Vehicles	11-0-11	
Weekday Headways	5-0-4½	

ROUTE 17 - PARKMERCED
17X - PARKMERCED EXPRESS

Route Description

Present - Route 17 is a feeder route operating between the Parkmerced high-rise apartment development and the West Portal of the Twin Peaks Tunnel. After serving the Parkmerced area, the route operates over 19th Ave., serving San Francisco State College, Stonestown shopping center and the surrounding residential areas. It continues on Eucalyptus Dr., Junipero Serra Blvd., and then through the neighborhood shopping district along West Portal Ave. to the West Portal. Service is operated seven days per week.

Route 17X operates on weekdays only between the Parkmerced development and the CBD via Brotherhood Way, Alemany Blvd., Southern Freeway and James Lick Freeway to a terminal at Market and 2nd Sts.

Proposed Plan - Route 17 would be shortened to provide feeder service over the southern end of the existing route from Parkmerced to the Twin Peaks rapid transit station at 19th and Holloway Aves.

Route 17X would be eliminated.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$93, 209	$17, 881
Annual Revenue Passengers (Adult)	591, 516	209, 895
Annual Vehicle Hours	20, 951	5, 247
Annual Vehicle Miles	312, 084	62, 969
Revenue Cents per Mile	29. 9¢	28. 4¢
Length of Route O-W Miles	12. 3	1. 0
Schedule Speed (MPH)	14. 9	12. 0
Maximum Vehicles	12-3-10	
Weekday Headways - 17	30-30-30	
- 17X	7-30-5½	

ROUTE 18 - SLOAT

Route Description

Present - Route 18 is the westernmost crosstown route of the Muni system. It operates through the residential areas along the ocean front between the Richmond Corridor and the Ingleside Corridor. From a terminal at 48th and Point Lobos Aves., it operates along the Great Highway and serves the recreational areas at Point Lobos, Playland and Golden Gate Park. In the Sunset Corridor, it serves the residences along 46th Ave., the Zoological Gardens and Lowell High School near Sloat Blvd.

From St. Francis Circle, the route serves the residential areas along Junipero Serra Blvd., Eucalyptus Dr., and 20th Ave. It also serves Stonestown shopping center and Mercy High School, terminating on Buckingham Way near San Francisco State College.

Service is operated seven days per week.

Proposed Plan- No change in present route except eliminate northbound loop via Irving St., 45th Ave. and Lincoln Way, and extend northern terminal from 48th Ave. to 45th Ave. and Geary Blvd. to connect with Richmond rapid transit station at 45th Ave.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$104,890	$89,916
Annual Revenue Passengers (Adult)	674,439	1,523,033
Annual Vehicle Hours	31,448	41,645
Annual Vehicle Miles	399,482	533,062
Revenue Cents per Mile	26.3¢	16.9¢
Length of Route O-W Miles	6.9	7.0
Schedule Speed (MPH)	12.7	12.8
Maximum Vehicles	6-5-5	
Weekday Headways	9-16-14	

ROUTE 19 - POLK

Route Description

Present - This route serves as a circumferential route around the CBD. It originates in the Fisherman's Wharf area and operates along Beach St. to Polk St. serving the recreational and commercial facilities near Aquatic Park and Ghirardelli Square. Along Polk St., the route serves Galileo High School, the neighborhood shopping districts and the multi-family residential units extending to either side. On Hyde and Larkin Sts., service is provided to the Civic Center. The route crosses Market St. at 8th St. and operates through the commercial activities south of Market St. to Brannan St. From that point, it serves the wholesale and warehousing facilities to a terminal near the Southern Pacific Railroad Depot.

Proposed Plan - No change would be made in this route except that it is recommended that the lightly patronized extra trips to Pier 50 and to 17th and Wisconsin Sts. be eliminated.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$338,150	$238,432
Annual Revenue Passengers (Adult)	2,159,203	1,561,585
Annual Vehicle Hours	48,472	31,032
Annual Vehicle Miles	374,134	242,046
Revenue Cents per Mile	90.4¢	98.5¢
Length of Route O-W Miles	4.8	4.8
Schedule Speed (MPH)	7.7	7.7
Maximum Vehicles	14-10-17	
Weekday Headways	4-6-4	

ROUTE 21 - HAYES

Route Description

Present - Route 21 is an arterial route operating between the Richmond Corridor and the CBD. It originates in the residential area near 8th Ave. and California St. and operates south on 6th Ave. through a two and three story multi-family residential area to Golden Gate Park. It then proceeds east along the Park serving the University of San Francisco and then through the residential and neighborhood commercial areas along Hayes St. to the CBD.

In the downtown area, the route operates on Market St. from the Civic Center to a terminal at the Ferry Building.

Service is provided on weekdays, Saturdays and Sundays.

Proposed Plan- This route would remain unchanged from the Ferry Building to Fulton St. and Arguello Blvd. From that point, it would be shortened to serve the Arguello Blvd. Station of the Richmond rapid transit line via Arguello Blvd.

Route Statistics	1965	Proposed Plan 1975
Annual Revenue	$472,988	$186,124
Annual Revenue Passengers (Adult)	3,026,627	1,258,062
Annual Vehicle Hours	67,289	20,129
Annual Vehicle Miles	546,873	201,290
Revenue Cents per Mile	86.5¢	92.5¢
Length of Route O-W Miles	5.5	4.6
Schedule Speed (MPH)	8.1	10.0
Maximum Vehicles	18-14-22	
Weekday Headways	3½-6-2½	

ROUTE 22 - FILLMORE

Route Description

Present - Crosstown service between the Marina, Richmond, Mission and Bayview Corridors is provided by this route. Originating in the Marina residential district, the route operates through the commercial area on Fillmore St. near Chestnut and Lombard Sts. and serves the residential areas of Pacific Heights and the residential and strip commercial activities along Fillmore St. to Market St. The route crosses Market St. at Church St. then operates east through the residential and commercial areas along 16th St. in the Mission Corridor to a terminal in the industrial area of the Bayview Corridor at 3rd and 20th Sts.

Schools served along the route include the Marina and Everett Junior High Schools and Mission and Notre Dame High Schools.

oposed Plan - No change would be made to this route.

Route Statistics	1965	Proposed Plan 1975
Annual Revenue	$766,351	$712,820
Annual Revenue Passengers (Adult)	4,914,567	4,543,879
Annual Vehicle Hours	119,750	98,246
Annual Vehicle Miles	891,749	727,021
Revenue Cents per Mile	85.9¢	98.0¢
Length of Route O-W Miles	5.8	5.8
Schedule Speed (MPH)	7.5	7.5
Maximum Vehicles	30-25-26	
Weekday Headways	2-4½-3½	

ROUTE 23 - CRESCENT
27 - NOE

Route Description

Present - These two routes are combined for operating purposes although they serve two different functions. Route 27 is an arterial operating between the Mission Corridor and the "south of Market" area of the CBD. Route 23 is a feeder route in the Mission Corridor connecting the Bernal Heights residential area with the arterial routes on Mission St.

Route 27 originates in the older residential area along 29th St. near Noe St. It operates through the Mission Corridor on 29th St., Army St. and Bryant St. serving the two and three-story residential units, neighborhood shopping areas and some industrial activities. In the CBD, south of Market, service is provided to the Hall of Justice and the Southern Pacific Railroad Depot. The route terminates near the Trans-bay Terminal.

Route 23 is a short feeder originating near the Farmer's Market at Alemany Blvd. and serves the residential areas along Folsom St. and Cortland Ave. in Bernal Heights to a terminal at 26th and Mission Sts.

Service is operated on both routes on weekdays and combined under Route 27 on Saturdays and Sundays.

Proposed Plan - Route 27 would be eliminated.

Route 23 would not be changed between the Farmer's Market and Army and Folsom Sts. From that point, the route would operate via Folsom St., 25th St., Mission St. to connect with the BARTD 24th St. Station.

Route Statistics	1965	Proposed Plan 1975
Annual Revenue	$118,042	$158,535
Annual Revenue Passengers (Adult)	749,344	931,824
Annual Vehicle Hours	25,072	37,572
Annual Vehicle Miles	235,432	356,934
Revenue Cents per Mile	50.1¢	44.4¢
Length of Route O-W Miles	7.2	2.0
Schedule Speed (MPH)	9.4	9.5
Maximum Vehicles	6-5-7	
Weekday Headways - 23	24-24-22	
- 27	14-20-12½	

ROUTE 24 - DIVISADERO

Route Description

Present - This is a short crosstown route connecting the Richmond, Sunset and Mission Corridors. It originates in the residential area of Pacific Heights and operates south on Divisadero and Castro Sts. to a terminal at 26th St. In between, it serves the multi-family unit residential and neighborhood commercial areas along Divisadero and Castro Sts. Service is also provided to Benjamin Franklin and James Lick Junior High Schools and Mt. Zion Hospital.

Proposed Plan - No change would be made in the northern leg of this route between Pacific Heights and 24th and Castro Sts. From that point, the route would be extended east on 24th St., Vermont St., 23rd St., Rhode Island St., 26th St., Connecticut St., Army St., Evans St. to 3rd St. and then continue over the same streets as Route 42 to a terminal at the Navy Yard.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$215, 336	$342, 400
Annual Revenue Passengers (Adult)	1, 549, 851	3, 158, 293
Annual Vehicle Hours	38, 307	77, 032
Annual Vehicle Miles	318, 390	631, 659
Revenue Cents per Mile	88. 1¢	54. 2¢
Length of Route O-W Miles	3. 7	5. 6
Schedule Speed (MPH)	8. 3	8. 2
Maximum Vehicles	9-7-8	
Weekday Headways	7-9-7	

ROUTE 25 - BRYANT

Route Description

Present - This long, arterial motor coach route operates between the outer end of the Bayview Corridor and the downtown area. It originates at Geneva Ave. and Santos St. near the Cow Palace, serving the mixed single and multi-family residential units along Geneva Ave. to Bay Shore Blvd. The route then operates northward over Bay Shore Blvd. and San Bruno Ave., paralleling the James Lick Freeway. The area served is mixed residential and commercial. At Army St., the route crosses into the Mission Corridor and serves the residential, commercial and industrial areas along Bryant St. to the CBD. In the CBD, the route serves the area south of Market St. and the Hall of Justice along 5th and 6th Sts. with a terminal at 5th and Mission Sts.

The route also serves Woodrow Wilson High and Portola Junior High Schools.

Service is provided seven days per week.

Proposed Plan - This route would operate from a southern terminal at Geneva and Santos via Geneva to Bay Shore Blvd. and continue on present routing to 6th and Bryant then north on 6th to Market St., Taylor and Turk. The route would continue north over present Route 80 which would be eliminated. Southbound from Jackson and Fillmore, the route would operate over present Route 80 to Mason and Market then east on Market, south on 5th to Harrison, 11th to Bryant and return over the same route.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$293, 845	$836, 645
Annual Revenue Passengers (Adult)	1, 875, 342	5, 744, 562
Annual Vehicle Hours	56, 481	139, 431
Annual Vehicle Miles	674, 130	1, 438, 141
Revenue Cents per Mile	43. 6¢	58. 3¢
Length of Route O-W Miles	8. 0	9. 8
Schedule Speed (MPH)	11. 9	10. 3
Maximum Vehicles	12-8-15	
Weekday Headways	5-10-5	

ROUTE 26 - VALENCIA

Route Description

Present - The Valencia route operates from a terminal at San Francisco State College through the Ingleside and Mission Corridors to the CBD. The route originates in the Parkmerced residential area and serves the single residences along Junipero Serra and Alemany Blvd. Along San Jose Ave., the area served is primarily row-type single homes. The portion of the route along Valencia St. in the Mission Corridor is a residential area of two and three-story multi-family dwelling units. The route enters the CBD via Market St. then turns south on 10th St. to Mission St. and east to a terminal at 5th and Mission Sts.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$472, 988	$186, 124
Annual Revenue Passengers (Adult)	3, 026, 627	1, 258, 062
Annual Vehicle Hours	67, 289	20, 129
Annual Vehicle Miles	546, 873	201, 290
Revenue Cents per Mile	86. 5¢	92. 5¢
Length of Route O-W Miles	5. 5	4. 6
Schedule Speed (MPH)	8. 1	10. 0
Maximum Vehicles	18-14-22	
Weekday Headways	3½-6-2½	

ROUTE 22 - FILLMORE

Route Description

Present - Crosstown service between the Marina, Richmond, Mission and Bayview Corridors is provided by this route. Originating in the Marina residential district, the route operates through the commercial area on Fillmore St. near Chestnut and Lombard Sts. and serves the residential areas of Pacific Heights and the residential and strip commercial activities along Fillmore St. to Market St. The route crosses Market St. at Church St. then operates east through the residential and commercial areas along 16th St. in the Mission Corridor to a terminal in the industrial area of the Bayview Corridor at 3rd and 20th Sts.

Schools served along the route include the Marina and Everett Junior High Schools and Mission and Notre Dame High Schools.

roposed Plan - No change would be made to this route.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$766, 351	$712, 820
Annual Revenue Passengers (Adult)	4, 914, 567	4, 543, 879
Annual Vehicle Hours	119, 750	98, 246
Annual Vehicle Miles	891, 749	727, 021
Revenue Cents per Mile	85. 9¢	98. 0¢
Length of Route O-W Miles	5. 8	5. 8
Schedule Speed (MPH)	7. 5	7. 5
Maximum Vehicles	30-25-26	
Weekday Headways	2-4¼-3½	

ROUTE 23 - CRESCENT
27 - NOE

Route Description

Present - These two routes are combined for operating purposes although they serve two different functions. Route 27 is an arterial operating between the Mission Corridor and the "south of Market" area of the CBD. Route 23 is a feeder route in the Mission Corridor connecting the Bernal Heights residential area with the arterial routes on Mission St.

Route 27 originates in the older residential area along 29th St. near Noe St. It operates through the Mission Corridor on 29th St., Army St. and Bryant St. serving the two and three-story residential units, neighborhood shopping areas and some industrial activities. In the CBD, south of Market, service is provided to the Hall of Justice and the Southern Pacific Railroad Depot. The route terminates near the Trans-bay Terminal.

Route 23 is a short feeder originating near the Farmer's Market at Alemany Blvd. and serves the residential areas along Folsom St. and Cortland Ave. in Bernal Heights to a terminal at 26th and Mission Sts.

Service is operated on both routes on weekdays and combined under Route 27 on Saturdays and Sundays.

Proposed Plan - Route 27 would be eliminated.

Route 23 would not be changed between the Farmer's Market and Army and Folsom Sts. From that point, the route would operate via Folsom St., 25th St., Mission St. to connect with the BARTD 24th St. Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$118, 042	$158, 535
Annual Revenue Passengers (Adult)	749, 344	931, 824
Annual Vehicle Hours	25, 072	37, 572
Annual Vehicle Miles	235, 432	356, 934
Revenue Cents per Mile	50. 1¢	44. 4¢
Length of Route O-W Miles	7. 2	2. 0
Schedule Speed (MPH)	9. 4	9. 5
Maximum Vehicles	6-5-7	
Weekday Headways - 23	24-24-22	
- 27	14-20-12½	

ROUTE 24 - DIVISADERO

Route Description

Present - This is a short crosstown route connecting the Richmond, Sunset and Mission Corridors. It originates in the residential area of Pacific Heights and operates south on Divisadero and Castro Sts. to a terminal at 26th St. In between, it serves the multi-family unit residential and neighborhood commercial areas along Divisadero and Castro Sts. Service is also provided to Benjamin Franklin and James Lick Junior High Schools and Mt. Zion Hospital.

Proposed Plan - No change would be made in the northern leg of this route between Pacific Heights and 24th and Castro Sts. From that point, the route would be extended east on 24th St., Vermont St., 23rd St., Rhode Island St., 26th St., Connecticut St., Army St., Evans St. to 3rd St. and then continue over the same streets as Route 42 to a terminal at the Navy Yard.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$215,336	$342,400
Annual Revenue Passengers (Adult)	1,549,851	3,158,293
Annual Vehicle Hours	38,307	77,032
Annual Vehicle Miles	316,390	631,659
Revenue Cents per Mile	68.1¢	54.2¢
Length of Route O-W Miles	3.7	5.6
Schedule Speed (MPH)	8.3	8.2
Maximum Vehicles	9-7-8	
Weekday Headways	7-9-7	

ROUTE 25 - BRYANT

Route Description

Present - This long, arterial motor coach route operates between the outer end of the Bayview Corridor and the downtown area. It originates at Geneva Ave. and Santos St. near the Cow Palace, serving the mixed single and multi-family residential units along Geneva Ave. to Bay Shore Blvd. The route then operates northward over Bay Shore Blvd. and San Bruno Ave., paralleling the James Lick Freeway. The area served is mixed residential and commercial. At Army St., the route crosses into the Mission Corridor and serves the residential, commercial and industrial areas along Bryant St. to the CBD. In the CBD, the route serves the area south of Market St. and the Hall of Justice along 5th and 6th Sts. with a terminal at 5th and Mission Sts.

The route also serves Woodrow Wilson High and Portola Junior High Schools.

Service is provided seven days per week.

Proposed Plan - This route would operate from a southern terminal at Geneva and Santos via Geneva to Bay Shore Blvd. and continue on present routing to 6th and Bryant then north on 6th to Market St., Taylor and Turk. The route would continue north over present Route 80 which would be eliminated. Southbound from Jackson and Fillmore, the route would operate over present Route 80 to Mason and Market then east on Market, south on 5th to Harrison, 11th to Bryant and return over the same route.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$293,645	$836,645
Annual Revenue Passengers (Adult)	1,875,342	5,744,562
Annual Vehicle Hours	56,481	139,431
Annual Vehicle Miles	674,130	1,436,141
Revenue Cents per Mile	43.6¢	58.3¢
Length of Route O-W Miles	8.0	9.8
Schedule Speed (MPH)	11.9	10.3
Maximum Vehicles	12-8-15	
Weekday Headways	5-10-5	

ROUTE 26 - VALENCIA

Route Description

Present - The Valencia route operates from a terminal at San Francisco State College through the Ingleside and Mission Corridors to the CBD. The route originates in the Parkmerced residential area and serves the single residences along Junipero Serra and Alemany Blvd. Along San Jose Ave., the area served is primarily row-type single homes. The portion of the route along Valencia St. in the Mission Corridor is a residential area of two and three-story multi-family dwelling units. The route enters the CBD via Market St. then turns south on 10th St. to Mission St. and east to a terminal at 5th and Mission Sts.

Route Statistics	1965	Proposed Plan 1975
Annual Revenue	$423,401	$177,361
Annual Revenue Passengers (Adult)	2,696,560	1,283,940
Annual Vehicle Hours	58,330	23,777
Annual Vehicle Miles	609,486	256,788
Revenue Cents per Mile	69.5¢	69.1¢
Length of Route O-W Miles	6.1	6.2
Schedule Speed (MPH)	10.5	10.8
Maximum Vehicles	22-9-21	
Weekday Headways	3-7½-3	

ROUTE 32 - EMBARCADERO

Route Description

Present - This is a short, circumferential route operating along the Embarcadero between Fisherman's Wharf and the industrial area in the northern part of the Bayview Corridor. The primary function of this route is to serve the shipping and warehousing activities along the waterfront. At its southern end, it also serves the Southern Pacific Railroad Depot.

Proposed Plan - No change would be made in this route.

Route Statistics	1965	Proposed Plan 1975
Annual Revenue	$87,989	$136,145
Annual Revenue Passengers (Adult)	559,090	539,187
Annual Vehicle Hours	18,042	16,176
Annual Vehicle Miles	182,321	153,668
Revenue Cents per Mile	48.3¢	88.6¢
Length of Route O-W Miles	3.6	3.6
Schedule Speed (MPH)	10.1	10.1
Maximum Vehicles	6-3-6	
Weekday Headways	6-8-3	

ROUTE 33 - ASHBURY

Route Description

Present - This route is an arterial originating in the eastern part of the Sunset Corridor then passing through the Mission Corridor to the "south of Market St." section of the CBD. From a terminal at the eastern end of Golden Gate Park, the route serves the residential areas along Ashbury St. and the northern slopes of the Twin Peaks on Clayton and Market Sts. It enters the Mission Corridor on 18th St. and serves the multi-family dwelling unit residential areas, the commercial activities and Mission High School along that street. At South Van Ness Ave., the route turns north to enter the CBD via Howard St. It serves the commercial activities along Howard St. to a terminal at 4th St.

Service is provided seven days per week.

Proposed Plan - This route would be eliminated.

Route Statistics	1965	Proposed Plan 1975
Annual Revenue	$100,344	-
Annual Revenue Passengers (Adult)	641,971	-
Annual Vehicle Hours	22,637	-
Annual Vehicle Miles	207,979	-
Revenue Cents per Mile	48.2¢	-
Length of Route O-W Miles	4.8	-
Schedule Speed (MPH)	9.2	-
Maximum Vehicles	5-4-6	
Weekday Headways	13-15-11	

ROUTE 34 - WOODSIDE

Route Description

Present - This is a short, feeder route operating between the residential areas along the slopes of Mt. Sutro and Mt. Davidson. Service is provided from these areas to the Forest Hill Station of the Twin Peaks lines. The residential areas served vary from multi-family units to large, single homes. Service is also provided to the Laguna Honda Home.

On this route, service is operated on weekdays only.

Proposed Plan - No physical change would be made in this route. Its principle service is as a feeder to the Twin Peaks rapid transit line.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$10,728	$32,992
Annual Revenue Passengers (Adult)	67,763	529,778
Annual Vehicle Hours	3,187	21,566
Annual Vehicle Miles	36,042	243,698
Revenue Cents per Mile	29.8¢	13.5¢
Length of Route O-W Miles	2.7	2.7
Schedule Speed (MPH)	11.3	11.3
Maximum Vehicles	1-1-1	
Weekday Headways	30-30-30	

ROUTE 35 - EUREKA

Route Description

Present - Route 35 is a crosstown route operating between the Ingleside and Bayview Corridors. From a terminal at Castro and Market Sts., the route operates south on Castro and Eureka Sts. through a residential area of row-type single homes and two-story multi-family dwelling units. Operating east on 24th St., the route serves the residential and commercial activities along that street as well as the Immaculate Conception High School and James Lick and Horace Mann Junior High Schools. At San Bruno Ave., service is provided to San Francisco General Hospital. At 23rd St., the route turns south then east on 26th St. and Army St. through the industrial area of the Bayview Corridor to a terminal near the waterfront at Army and Michigan Sts.

Service is provided on weekdays, Saturdays and Sundays.

Proposed Plan - This route would be changed to a feeder to the Castro St. and Church St., Stations of the Twin Peak rapid line from the area east of Twin Peaks and Diamond Heights. From Church St. the route would operate via Market St. to Castro St., 18th St., Eureka St., 21st St., Hoffman St., 24th St., Castro St., Newburg St., Diamond St., Diamond Heights Blvd. to Berkeley Way. Northbound the route would continue on Eureka St., Market St., to Church St.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$160,283	$78,652
Annual Revenue Passengers (Adult)	1,024,834	1,155,549
Annual Vehicle Hours	31,640	24,851
Annual Vehicle Miles	300,104	231,110
Revenue Cents per Mile	53.4¢	34.0¢
Length of Route O-W Miles	4.8	2.3
Schedule Speed (MPH)	9.5	9.3
Maximum Vehicles	6-6-8	
Weekday Headways	10-11-8	

ROUTE 36 - MIRALOMA

Route Description

Present - Route 36 is a long feeder route operating between the Sunset, Ingleside and Mission Corridors. From the residential areas along Panorama Drive, Skyview Way and Clarendon Ave. along western slopes of Twin Peaks, the route serves the Forest Hill Station of the Twin Peaks line on Laguna Honda Blvd., the Laguna Honda Home and the Youth Guidance Center. The residential character of the area ranges from multi-family units on the slopes of the hills to large private homes along the boulevard.

The route goes south on Laguna Honda Blvd., Woodside Ave. and Teresita Blvd. through the residential areas on the northern and eastern slopes of Mt. Davidson. Continuing south, it serves San Francisco City College, Riordan High School, the residential areas south of Ocean Ave. along Plymouth Ave. and across Alemany Blvd. and the Southern Freeway to a terminal near Mission St. and the city limits.

Service is provided seven days per week.

Proposed Plan - No change would be made in this route.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$48,515	$28,105
Annual Revenue Passengers (Adult)	308,817	347,204
Annual Vehicle Hours	17,865	14,204
Annual Vehicle Miles	196,350	156,242
Revenue Cents per Mile	24.7¢	18.0¢
Length of Route O-W Miles	5.6	5.6
Schedule Speed (MPH)	11.0	11.0
Maximum Vehicles	4-3-4	
Weekday Headways	13-20-15	

ROUTE 37 - CORBETT

Route Description

Present - This is a short feeder service to the Twin Peaks lines at 17th and Market Sts. from the residential areas on the north and east slopes of the Twin Peaks. These are new residential areas and consist mostly of multi-family flats. From Market, the route operates along an older residential area of small apartment buildings and two and three-story multi-family units along 17th St. The route then operates south along Corbett Ave., Duncan St., Diamond Heights Blvd. and Addison St. to a terminal at Digby St.

Service is operated on this route seven days per week.

Proposed Plan - This route would be changed to begin at the BARTD 16th St. Station then go south on Mission St., west on 18th St., north on Noe St. to 17th St. to serve the Twin Peaks line Castro St. Station. From that point, the route would operate over the present route to Burnett Ave. where it would loop via Burnett Ave., Crestline Dr., Parkridge Dr. to Burnett Ave. and return over the the same route. The Diamond Heights portion of the route would continue as at present.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$21,303	$224,759
Annual Revenue Passengers (Adult)	135,526	1,909,199
Annual Vehicle Hours	8,077	96,424
Annual Vehicle Miles	80,318	954,600
Revenue Cents per Mile	26.5¢	23.5¢
Length of Route O-W Miles	2.8	5.0
Schedule Speed (MPH)	9.9	9.9
Maximum Vehicles	2-2-2	
Weekday Headways	15-15-15	

ROUTE 38 - GEARY

Route Description

Present - This route is the main arterial line operating through the center of the Richmond Corridor to the CBD. From a terminal at Cabrillo St and the Great Highway, the route serves the residential area of outer Richmond along Balboa St. and 33rd Ave. to Geary Blvd. Geary Blvd., at its outer end, is bordered on both sides by mixed single and multi-family residences and small apartment buildings. Further east it is commercially developed with residential areas extending to either side. In the Western Addition area, the development is less commercial and more apartment buildings and smaller multi-family dwellings. The route enters the CBD on Geary St. and serves the commercial and retail activities along Geary and Market Sts. terminating at the Trans-bay Terminal.

Service is provided en route to George Washington High School, Presidio, Roosevelt and Benjamin Franklin Junior High Schools and a large shopping facility at Masonic Ave.

In addition to regular service seven days per week, limited stop and express service are operated on weekdays.

Proposed Plan - No change would be made in this route from Trans-bay Terminal to 33rd Ave. and Geary Blvd. From that point, the route would continue on Geary Blvd., Point Lobos Ave. to 48th Ave. where it would terminate. Service to the Veteran's Hospital at Fort Miley would also be provided. The route parallels the Geary rapid transit line providing feeder and intermediate stop service.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$1,287,340	$1,853,164
Annual Revenue Passengers (Adult)	8,227,452	9,746,513
Annual Vehicle Hours	140,802	152,289
Annual Vehicle Miles	1,347,395	1,461,977
Revenue Cents per Mile	95.5¢	126.8¢
Length of Route O-W Miles	6.9	6.8
Schedule Speed (MPH)	9.6	9.6
Maximum Vehicles	34-24-43	
Weekday Headways	2-3-1½	

ROUTE 39 - COIT

Route Description

Present - This is a short feeder route operating exclusively in the Marina Corridor. From a terminal at Union and Montgomery Sts. service is provided to the residential area on the lower slopes of Telegraph Hill. The character of this development is two and three-story multi-family units. The route operates on Union St. to Columbus Ave. and serves the commercial activities around Washington Square. From there, it operates in the residential area along Stockton and Lombard Sts. and on Telegraph Hill Blvd. to a terminal at Coit Tower on Telegraph Hill.

Service is operated seven days a week.

Proposed Plan - No change would be made in this route.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$11, 370	$8, 538
Annual Revenue Passengers (Adult)	72, 755	33, 813
Annual Vehicle Hours	6, 557	2, 731
Annual Vehicle Miles	42, 834	17, 752
Revenue Cents per Mile	26. 5¢	48. 1¢
Length of Route O-W Miles	1. 1	1. 1
Schedule Speed (MPH)	6. 5	6. 5
Maximum Vehicles	1-1-1	
Weekday Headways	20-20-20	

ROUTE 41 - UNION-HOWARD

Route Description

Present - Route 41 is an arterial trolley coach route operating between the Marina Corridor, the CBD and the Mission Corridor. It originates on the north end in the Pacific Heights residential area near Lyon and Greenwich Sts. and operates east on Union St. serving the commercial development on both sides and the multi-family dwelling units extending beyond. The route serves the Russian Hill residential area and the commercial development along Columbus Ave. in North Beach. It enters the CBD via Montgomery St., through the financial district and crosses lower Market St. at Beale St. and operates through the commercial activities along Howard St. in the south of Market part of the CBD. The route then enters the Mission Corridor on South Van Ness Ave. and terminates at 26th and Mission Sts.

Service is operated over a portion of the route seven days per week.

Proposed Plan - No change would be made in this route north of Market St. The route would terminate at Beale and Howard Sts.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$396, 623	$471, 983
Annual Revenue Passengers (Adult)	2, 523, 368	2, 820, 494
Annual Vehicle Hours	53, 901	52, 672
Annual Vehicle Miles	444, 526	437, 177
Revenue Cents per Mile	89. 2¢	108. 0¢
Length of Route O-W Miles	6. 9	3. 9
Schedule Speed (MPH)	8. 2	8. 3
Maximum Vehicles	25-12-25	
Weekday Headways	2-10-2½	

ROUTE 41X - UNION

Proposed Plan - This new express route would operate between the Marina Corridor and the CBD. Local service would originate at Lyon and Greenwich Sts. and continue over the same streets as Route 41 to Union St. and Van Ness Ave. From that point, the route would operate express via Van Ness Ave. to Broadway then via the Broadway Tunnel to Broadway and Columbus Ave. where it would return to the regular route through the CBD to the Mission Corridor via Folsom St. to a terminal at the BARTD 24th St. Station.

Route Statistics

	Proposed Plan 1975
Annual Revenue	$402, 315
Annual Revenue Passengers (Adult)	2, 629, 659
Annual Vehicle Hours	50, 962
Annual Vehicle Miles	657, 415
Revenue Cents per Mile	61. 2¢
Length of Route O-W Miles	3. 8
Schedule Speed (MPH)	12. 9
Maximum Vehicles	
Weekday Headways	

ROUTE 43 - ROOSEVELT

Route Description

Present - This is a short crosstown route operating between the Richmond and Sunset Corridors. From a southern terminal at 14th and Market Sts. the route operates west on 15th St. and Roosevelt Way through the hilly Buena Vista residential area of multi-family dwelling units. The route goes north on Cole St. to the Panhandle and enters the Richmond Corridor on Masonic Ave. where it serves the commercial development at Geary Blvd. and terminates at Presddio Ave. and Sutter St. Service is also provided to the Presentation Academy High School at Masonic Ave. and Turk St.

Service is provided seven days per week.

Proposed Plan - No change would be made in the present route from 14th and Market Sts. to 17th and Clayton Sts. From that point, the route would operate north via Clayton St., Ashbury St., Frederick St., and Masonic Ave. to a terminal at the Richmond rapid transit station on Geary Blvd.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$66,480	$83,798
Annual Revenue Passengers (Adult)	425,743	1,316,185
Annual Vehicle Hours	18,325	39,486
Annual Vehicle Miles	180,631	394,856
Revenue Cents per Mile	36.8¢	21.2¢
Length of Route O-W Miles	3.7	2.7
Schedule Speed (MPH)	9.9	10.0
Maximum Vehicles	5-3-3	
Weekday Headways	8-15-16	

ROUTE 45 - VAN NESS

Route Description

Present - Service between the Marina Corridor through the Richmond Corridor to the CBD is provided by this motor coach route. It originates in the Presidio and serves Letterman General Hospital on Lincoln Blvd. then passes through the Pacific Heights residential area along Greenwich St. and the commercial areas along Union St. in the Marina Corridor to Van Ness Ave. Along Van Ness Ave., the route serves the commercial activities and the apartment houses on either side. The route enters the CBD on Sutter St. and serves the commercial development and multi-family dwelling units on that street and several large office buildings in the financial district. It terminates in the CBD at Sutter and Market Sts.

Service is operated on weekdays, Saturdays and Sundays.

Proposed Plan - No change would be made to this route. In the CBD, the route would connect with the Montgomery St. rapid transit station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$338,462	$185,889
Annual Revenue Passengers (Adult)	2,157,236	710,788
Annual Vehicle Hours	41,401	13,702
Annual Vehicle Miles	334,066	113,726
Revenue Cents per Mile	101.3¢	145.8¢
Length of Route O-W Miles	4.3	4.3
Schedule Speed (MPH)	8.1	8.3
Maximum Vehicles	13-7-15	
Weekday Headways	3-10½-4	

ROUTE 47 - POTRERO

Route Description

Present - This route originates in the Marina Corridor, passes through the Richmond Corridor, the western end of the CBD and terminates in the Mission Corridor. It begins near the high-rise apartments and Fort Mason at the northern end of Van Ness Ave. and serves Galileo High School and the commercial activities along Van Ness Ave. as well as the apartment buildings on either side. It enters the CBD at Ellis St. and serves the Civic Center and the commercial development on South Van Ness Ave. In the Mission Corridor, the route operates east along 16th St. through commercial and residential areas and south on Potrero Ave. where service is provided to the multi-family residential development on either side and San Francisco General Hospital at 22nd St. The route terminates at Army and Potrero Sts. in a commercial and residential area.

Seven days per week service is operated by this route.

Proposed Plan - No change would be made in the northern portion of this route. Direct connection would be made to the Van Ness Ave. rapid transit stations on the Richmond and Twin Peaks lines. In the Mission Corridor, the Route would continue to Army St. as at present.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$459,051	$283,914
Annual Revenue Passengers (Adult)	2,936,891	2,847,229
Annual Vehicle Hours	72,663	85,080
Annual Vehicle Miles	522,442	455,557
Revenue Cents per Mile	67.9¢	62.3¢
Length of Route O-W Miles	4.5	3.3
Schedule Speed (MPH)	7.2	7.0
Maximum Vehicles	25-14-21	
Weekday Headways	3-6-3½	

ROUTE 51 - SILVER

Route Description

Present - This feeder route operates in the southern part of the city between the Bayview and Mission Corridors. It originates on the east in the multi-family residential areas along the Ridge in Hunters Point, and serves the commercial development along 3rd St. It continues west on Silver Ave. through the residential areas south of the Southern Freeway and serves Pelton Junior High School in the Bayview Corridor. The route terminates at Mission St. in the Mission Corridor.

Service is provided seven days per week.

Proposed Plan - This route would be extended on the western end via Silver Ave., Alemany Blvd., Rousseau St., Lyell St., Bosworth St. to the BARTD Glen Park Station and continue via Diamond St., Monterey Blvd., Yerba Buena Ave., Miraloma Dr., Portola Dr. and Laguna Honda Blvd. to the Twin Peaks rapid transit Forest Hill Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$109,906	$319,476
Annual Revenue Passengers (Adult)	702,917	2,410,853
Annual Vehicle Hours	25,954	96,434
Annual Vehicle Miles	268,282	964,341
Revenue Cents per Mile	41.0¢	33.1¢
Length of Route O-W Miles	3.8	8.4
Schedule Speed (MPH)	10.3	10.0
Maximum Vehicles	11-3-4	
Weekday Headways	5-15-12	

ROUTE 52 - EXCELSIOR

Route Description

Present - Route 52 is a short feeder service in the Mission Corridor operating between Mission St. and Geneva Ave. It originates in the commercial development along Mission St. at Brazil and operates through the mixed single and multi-family unit residential area along Naples and Moscow Sts. It also serves the Luther Burbank Junior High School near John McLaren Park.

Service is operated seven days per week.

Proposed Plan - This route would be eliminated and replaced by new Route 82 and the extension of Route 81.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$27,125	-
Annual Revenue Passengers (Adult)	173,451	-
Annual Vehicle Hours	7,865	-
Annual Vehicle Miles	87,821	-
Revenue Cents per Mile	40.1¢	-
Length of Route O-W Miles	1.4	-
Schedule Speed (MPH)	6.8	-
Maximum Vehicles	2-1-2	-
Weekday Headways	10-20-10	-

ROUTE 53 - SOUTHERN HEIGHTS

Route Description

Present - This a local service route serving the Potrero Hill residential area in the Bayview Corridor. It operates on both sides of Potrero Hill and connects the residential areas of mixed single and multi-family housing units with the commercial development along 18th St.

Service is provided seven days per week.

Proposed Plan - This route would be extended from its present terminal at 16th and Bryant Sts. via 16th St. to the BARTD station at Mission St.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$33,798	$53,047
Annual Revenue Passengers (Adult)	215,952	298,914
Annual Vehicle Hours	10,767	13,587
Annual Vehicle Miles	107,296	134,511
Revenue Cents per Mile	31.5¢	39.4¢
Length of Route O-W Miles	2.4	3.0
Schedule Speed (MPH)	10.0	9.9
Maximum Vehicles	2-2-2	
Weekday Headways	15-15-15	

ROUTE 55 - SACRAMENTO

Route Description

Present - This is a major arterial route operating between the Richmond Corridor and the CBD. It originates in the residential area along Lake and Sacramento Sts. in Richmond and serves the multi-family dwelling units and apartment buildings along Clay St. in the Western Addition. East of Van Ness Ave., the route operates through a mixed commercial and residential area and then passes through the residential areas on Nob Hill. It continues on Clay St. through the central part of Chinatown and serves the new Golden Gateway high-rise development near Front St. The route terminates on the Embarcadero at the Ferry Building.

Service is operated seven days per week.

Proposed Plan - This route would be shortened on the western end to serve the Masonic Ave. Station of the Richmond rapid transit line. From Geary Blvd. and Masonic Ave. the route would operate via Masonic Ave., Euclid Ave., Presidio Ave., Sacramento St., Gough St., Clay St., Drumm St. to a terminal at California St. It returns via Front St., Sacramento St., Presidio Ave., Geary Blvd. to Masonic Ave.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$431,263	$705,522
Annual Revenue Passengers (Adult)	2,749,061	3,041,133
Annual Vehicle Hours	52,360	59,034
Annual Vehicle Miles	447,396	501,787
Revenue Cents per Mile	96.4¢	140.6¢
Length of Route O-W Miles	4.3	3.2
Schedule Speed (MPH)	8.5	8.5
Maximum Vehicles	29-9-23	
Weekday Headways	2-7-2	

ROUTE 59 - POWELL/MASON
60 - POWELL/HYDE

Route Description

Present - These two cable car routes are combined for operating purposes. They operate between the Marina Corridor and the CBD. In the CBD, they originate in the retail shopping area at Powell and Market Sts. They ascend Nob Hill on Powell St. and serve the hotels, commercial activities and apartment buildings to California St. Between Nob Hill and Russian Hill, the routes serve a densely-populated residential area of mixed two to four-story multi-family dwelling units and apartment buildings. The routes split at Jackson and Mason Sts. Route 59 goes north on Mason through the residential areas of North Beach and Chinatown to a terminal at Bay and Taylor Sts. near Fisherman's Wharf. Route 60 continues on Jackson St. to Hyde St. and serves the residential area on Russian Hill and continues to a terminal at Aquatic Park near Ghirardelli Square.

Daily service is operated by these routes.

Proposed Plan - Route 59 would be extended on the northern end from Bay and Taylor Sts. to Taylor and Beach.

Route 60 would not be changed.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$ 942,466	$1,651,147
Annual Revenue Passengers (Adult)	6,092,596	8,263,262
Annual Vehicle Hours	72,511	86,183
Annual Vehicle Miles	329,102	405,062
Revenue Cents per Mile	286.4¢	407.6¢
Length of Route O-W Miles	3.7	3.8
Schedule Speed (MPH)	4.5	4.7
Maximum Vehicles	11-13-19	
Weekday Headways - 59	7½-8½-5	
- 60	7½-8½-5	

ROUTE 61 - CALIFORNIA

Route Description

Present - The California St. cable car line operates between the Richmond Corridor and the financial district in the CBD. It begins at California St. and Van Ness Ave. in a mixed residential and commercial neighborhood. The route operates through the apartment building area along California St. and serves the hotels and high-rise apartments on Nob Hill. It passes through the southern end of Chinatown and then serves the concentration of office buildings in the financial district. The eastern terminal is at California and Market Sts.

Daily service is provided by this route.

Proposed Plan - Route 61 would be extended from its terminal at California and Market Sts. via Market St. to the proposed Embarcadero Plaza near the Ferry Building.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$ 210,210	$ 399,225
Annual Revenue Passengers (Adult)	1,345,218	1,681,095
Annual Vehicle Hours	18,111	20,099
Annual Vehicle Miles	92,505	102,506
Revenue Cents per Mile	227.2¢	389.5¢
Length of Route O-W Miles	1.5	1.7
Schedule Speed (MPH)	5.1	5.1
Maximum Vehicles	5-5-7	
Weekday Headways	6½-7-5	

ROUTE 66 - QUINTARA

Route Description

Present - This is a long arterial route operating between the southern portion of the Sunset Corridor and the downtown area. It originates in a residential area of single-family homes near 31st Ave. and Vicente St. and serves the Abraham Lincoln High School and the residential area near Sunset Heights. The route operates north on 9th Ave. through a neighborhood commercial area near Judah St., and then east on Parnassus Ave. where it serves the University of California Medical Center. It continues through the residential area west of Buena Vista Park and then provides weekday limited stop service through the Haight-Ashbury district to the CBD. In the CBD, the route terminates at 5th and Market Sts. except during weekday peak periods when service is operated to 2nd and Market Sts.

Service is provided over a portion of the route seven days per week.

Proposed Plan - No change would be made in this route except that it would terminate at the 9th Ave. Station of the Sunset rapid transit line.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$93,881	$33,074
Annual Revenue Passengers (Adult)	594,481	604,890
Annual Vehicle Hours	23,614	13,383
Annual Vehicle Miles	240,066	151,223
Revenue Cents per Mile	39.1¢	21.9¢
Length of Route O-W Miles	7.3	3.6
Schedule Speed (MPH)	10.2	11.3
Maximum Vehicles	7-6-8	
Weekday Headways	11-15-9	

ROUTE 71 - HAIGHT/NORIEGA
72 - HAIGHT/SUNSET

Route Description

Present - These are two, long arterial routes combined for operational purposes. They both operate from the Sunset Corridor to the CBD. Route 71 originates near the ocean on Noriega St. and serves the residential areas along Noriega St. and 22nd Ave. to Lincoln Way on the south side of Golden Gate Park. This route also serves A. P. Giannini Junior High School and Kezar Stadium. Limited stop service is provided on Haight St. through the Haight-Ashbury residential area and the route enters the CBD via Page St. and terminates at 5th and Market Sts. except during weekday peak periods when service is extended to the Ferry Building.

Route 72 originates in the Ingleside Corridor at the southern end of Sunset Blvd. It operates north on Sunset Blvd. through the residential and neighborhood commercial areas to Lincoln Way. At 22nd and Lincoln Way, the route joins Route 71 and operates over the same streets to the CBD.

Service is provided by both routes seven days per week.

Proposed Plan - No change would be made in Route 71 from its outer terminal to 22nd Ave. and Irving St. From that point, it continues via Irving St. serving the 19th Ave. and 9th Ave. Stations of the Sunset rapid transit line, then continue via Irving St., Arguello Blvd., Lincoln Way over the present route to the CBD.

Route 72 would not be changed from its outer terminal to Lincoln Way and 9th Ave. From that point, it would continue on 9th Ave. to the rapid transit station then via Parnassus Ave., Clayton St., Frederick St., Masonic Ave. to Haight St., and then over the present route to the CBD.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$509,450	$834,480
Annual Revenue Passengers (Adult)	3,264,950	6,378,610
Annual Vehicle Hours	94,473	168,923
Annual Vehicle Miles	1,004,274	1,754,118
Revenue Cents per Mile	50.7¢	47.6¢
Length of Route O-W Miles	8.5	8.5
Schedule Speed (MPH)	10.6	10.4
Maximum Vehicles	20-12-23	
Weekday Headways - 71	8-15-7	
- 72	8-15-7	

ROUTE 80 - LEAVENWORTH

Route Description

Present - Route 80 is a short arterial operating between the northern part of the Richmond Corridor and the CBD. It begins near the Pacific Heights residential area near Alta Plaza and operates east on Washington St. through the densely-populated western side of Nob Hill, south on Leavenworth St. through the apartment building and commercial development along the fringe of the CBD. It enters the CBD on Bush St. and continues over Jones, O'Farrell and Mason Sts. to a terminal near Mason and Market Sts.

Service is operated on this route seven days per week.

Proposed Plan - This route would be eliminated and replaced by extended Route 25.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$187,998	-
Annual Revenue Passengers (Adult)	1,203,328	-
Annual Vehicle Hours	22,394	-
Annual Vehicle Miles	167,763	-
Revenue Cents per Mile	112.1¢	-
Length of Route O-W Miles	2.2	-
Schedule Speed (MPH)	7.5	-
Maximum Vehicles	5-4-5	-
Weekday Headways	7½-12-7½	-

ROUTE 81 - BACON/FITZGERALD

Route Description

Present - This is a short feeder route operating entirely in the Bayview Corridor. It connects the residential areas east and west of the main travel arteries on 3rd St. and San Bruno Ave. From the mixed single and multi-family housing residential area along Fitzgerald and Gilman Ave., the route operates west to the commercial activities along 3rd St. then on Paul Ave., under the James Lick Freeway to the neighborhood commercial area at San Bruno Ave. and Bacon St., then serves the residential area along Bacon, Woolsey and University Sts. to a terminal at Silver Ave. Service is also provided to Woodrow Wilson High School and Portola Junior High School.

Daily service is operated on this route.

Proposed Plan - This route would be changed to operate from an eastern terminal at 3rd and Williams Sts. then via Williams St., Phelps St., Bacon St., Holyoke St., Woolsey St., University St., Wayland St., Cambridge St., Felton St., Avalon Ave., Moscow St., Excelsior Ave., Mission St., Santa Rosa Ave., San Jose Ave., Baden St., Circular Ave., and Diamond St. to the BARTD Glen Park Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$14,962	$136,337
Annual Revenue Passengers (Adult)	95,640	1,057,496
Annual Vehicle Hours	7,357	68,057
Annual Vehicle Miles	73,429	687,372
Revenue Cents per Mile	20.4¢	19.8¢
Length of Route O-W Miles	2.4	3.7
Schedule Speed (MPH)	10.0	10.1
Maximum Vehicles	3-1-1	
Weekday Headways	12½-30-30	

ROUTE 82 - MANSELL

Route Description

Proposed Plan - This would be a new route that would replace parts of Routes 29, 52 and 81. It would serve as a crosstown route between the Bayview and Mission Corridors. From an eastern terminal in the residential area near Griffith St. and Gilman Ave., it would operate west to the commercial area along 3rd St., then continue west on Paul Ave. to San Bruno Ave. From that point, the route would go south on San Bruno Ave., then west on Mansell St. to the Woodrow Wilson High School and continue through John McLaren Park to the mixed single and multi-family residential area, Luther Burbank Junior High School, along Persia St., Prague St., and Russia Ave. to the commercial development along Mission St. The route would continue west on Ocean Ave. serving the Balboa High School, James Denman Junior High School then via San Jose Ave. to make a direct connection with the BARTD Balboa Park Station.

Route Statistics

	Proposed Plan 1975
Annual Revenue	$115,051
Annual Revenue Passengers (Adult)	732,666
Annual Vehicle Hours	46,238
Annual Vehicle Miles	476,247
Revenue Cents per Mile	24.2¢
Length of Route O-W Miles	3.3
Schedule Speed (MPH)	10.3
Maximum Vehicles	
Weekday Headways	

ROUTE 85 - DOWNTOWN SHOPPERS' SPECIAL

Route Description

Present - Route 85 is a special fare, shoppers' shuttle service in the CBD. It operates between the Civic Center and the financial district through the major retail shopping areas. Beginning at Grove St. and Van Ness Ave., the route operates east on Market St. to New Montgomery St. and loops south of Market St. On the return trip, the route operates through the shopping district north of Market St. along Post and Stockton Sts. During noontime hours, the route is extended on the east via Market St., Drumm St., California St., Montgomery St. and Post St.

Service is provided on weekdays between 10 A.M. and 3 P.M.

Proposed Plan - No change is made to this route.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$61,651	$369,204
Annual Revenue Passengers (Adult)	1,230,629	4,095,150
Annual Vehicle Hours	11,905	34,705
Annual Vehicle Miles	66,075	204,758
Revenue Cents per Mile	93.3¢	160.3¢
Length of Route O-W Miles	1.7	1.7
Schedule Speed (MPH)	5.6	5.9
Maximum Vehicles	0-10-0	
Weekday Headways	0-5-0	

ROUTE 86 - MISSION SHOPPERS' SHUTTLE

Route Description

Present - The Mission Shoppers' Shuttle operates along the retail shopping district on Mission St. from 16th St. to 26th St. Like Route 85, it is a special fare service operating on weekdays only between 10 A.M. and 3 P.M.

Proposed Plan - This route would be eliminated.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$10, 643	-
Annual Revenue Passengers (Adult)	212, 483	-
Annual Vehicle Hours	5, 575	-
Annual Vehicle Miles	37, 183	-
Revenue Cents per Mile	28. 6¢	-
Length of Route O-W Miles	1. 4	-
Schedule Speed (MPH)	6. 7	-
Maximum Vehicles	0-4-0	-
Weekday Headways	0-7-0	-

Appendix D

EAST BAY TRANSIT ANALYSIS AREAS

For the purpose of analyzing the transit network and the areas served, the East Bay was divided into eight areas.

Area boundaries were made to conform to census tract boundaries to make possible the use of U.S. Census data. In addition, the boundaries conform as closely as possible to planning areas used by city and county planning agencies. Thus, the 184 travel analysis zones in the AC Transit District were grouped into these eight transit areas.

The eight areas are identified as:

Richmond
Berkeley
Piedmont
West Oakland
Alameda
East Oakland
San Leandro
Hayward

RICHMOND AREA

The Richmond Area consists of the northern tier of suburban cities and communities in the AC Transit District. Largest in the area is the City of Richmond, which is also the largest city in Contra Costa County (1965 population - 106,000).

Richmond is located along the shores of San Francisco Bay and is heavily industrialized. It serves a major portion of the seaport activities of the Bay Area.

The other communities - - San Pablo, El Cerrito, El Sobrante and Kensington - - lie along the foothills to the east and are primarily residential, with typical suburban shopping centers and other commercial activities.

Over one-third of the land area in the Richmond Area is devoted to public use or is undeveloped. This area has a total population estimated at 174,512 in 1965. Of this, 136,286 persons reside in predominantly residential sections, resulting in population density per residential acre of 8.7 persons.

Among Richmond residents, 62,122 are workers with census tract median incomes varying from $4,494 to $14,099, the average being $7,677. This is 8.4% higher than the AC Transit District average.

Land area totals 29,326 acres. 15,723 acres, or 53.6% of these, are classified as residential. 1,117, or 3.8% of the acreage, are designated as shopping, while 2,098 acres or 7.2% are industrial. The remaining 10,388 acres (35.4%) are "other use" or undeveloped.

Transit Operations

Transit service in the Richmond Area consists of 11 routes as follows:

- 5 feeder and local service routes - Nos. 7, 67, 68, 69-70 and 78.
- 2 East Bay intercity express routes - Nos. 31 and 33.
- 1 East Bay arterial route - No. 72.
- 3 trans-bay routes - G, H and L.

Express Routes 31 and 33 and trans-bay Routes G and H operate in rush hours on weekdays only, providing a special service for commuter traffic. Three of the five feeder and local service routes operate exclusively in the Richmond Area, while Route Nos. 7 and 67 also provide service in a portion of the adjacent Berkeley Area. The two express routes and the No. 72 arterial trunk line operate from their outer terminals in Richmond Area to the Oakland CBD.

The combined service in the area of these 11 routes totals 1,974,000 bus miles annually, providing about 11.3 bus miles per person.

BERKELEY AREA

The Berkeley Area is made up of that city, two smaller cities - - Albany and Emeryville - - and a portion of the City of Oakland. This area is characterized by intense industrial development along the bay front, with residential sections stretching inland to the Berkeley Hills.

A highly-developed CBD and the University of California are the dominant features of the City of Berkeley. Scattered neighborhood shopping districts are distributed throughout the remainder of the area.

There is almost no open space remaining in this area for development.

1965 population is estimated at 199,168. Over 70% of this is located in predominantly residential territory, resulting in density of 17.7 persons per acre.

71% of land area is classified as residential, 16% as predominantly shopping, and 9% as industrial. The remaining 4% is designated for other purposes.

80,106 Berkeley Area residents are workers, with median incomes from \$3,944 to \$12,283 per census tract. The average is \$6,371 which is 10% lower than the AC Transit District average. This lower average is explained by the inclusion of a large portion of Oakland in the area.

Transit Operations

Transit service in the Berkeley Area provided by AC Transit consists of:

- 5 feeder and local service routes - Nos. 7, 17, 65, 67 and 74.
- 1 crosstown route - No. 57.
- 2 East Bay intercity express routes - Nos. 31 and 33.
- 6 East Bay arterial routes - Nos. 14, 15, 40-3, 51-58, 72-73, and 88.
- 7 trans-bay routes - C, E, F, G, H, L and T.

Express Route No. 31 and trans-bay Routes G and H operate only in peak hours on weekdays. Three of the five feeder and local service routes run exclusively in the Berkeley Area while Route Nos. 7 and 67 also provide service in the Richmond Area. Crosstown Route No. 57 serves both the Berkeley and East Oakland Areas; arterial express Route Nos. 31 and 33 likewise provide service in both the Berkeley and Richmond Areas.

Of the six arterial trunk routes, five have their outer terminals in Berkeley Area and operate over principal traffic arteries to the Oakland CBD where they are through-routed to other areas. The sixth route, No. 72-73, enters the Berkeley Area from the north and operates principally on San Pablo Ave. to the Oakland CBD where it terminates.

Two of the seven trans-bay routes serving the area - - E and F - - do so exclusively; three lines - - G, H and L - - also serve the Richmond Area to the north. Of the two remaining lines, C also serves the Piedmont Area while the T line originates in the Oakland CBD and passes through a small portion of the Berkeley Area en route to San Francisco.

In addition to regular routes, special seasonal service designated as Route No. 94 is operated to Golden Gate Fields from downtown Berkeley.

The combined service in the Berkeley Area by these 21 routes totals about 4,872,600 bus miles annually, providing 24.5 bus miles per person.

PIEDMONT AREA

This area comprises the City of Piedmont and that portion of Oakland Hills lying east and south of Piedmont. It is almost entirely residential. Land use classified by the California Division of Highways indicates only a small portion of the area devoted to commercial activity and none for industrial purposes.

Estimated 1965 population is 72,801 persons. With 9,429 acres, the population density is 7.3 persons per acre.

Piedmont is a high income area. 22,278 residents are employed, with median incomes per census tract ranging from $6,469 to $16,311. Average income is $9,322, which is 32% above the AC Transit District average.

As previously indicated, 98% of the area is classified as residential, with the remaining 2% devoted to shopping. The area is completely developed, with no open space for future growth.

Transit Operations

Transit service in the Piedmont Area is provided by:

- 5 arterial trunk routes - Nos. 11, 12, 18, 42 and 59-76.
- 3 arterial trans-bay lines - B, C and N-V.

The V portion of the trans-bay N-V combination runs only in rush hours on weekdays.

All five arterial trunk routes have their easterly terminal in the area and all are through-routed to other areas beyond the Oakland CBD. No. 59-76 also serves the West Oakland Area, while Route No. 18 operates into East Oakland and Route No. 42 to the Alameda Area.

The combined service operated in the Piedmont Area by these eight routes totals about 1,243,100 miles annually, yielding 17.1 bus miles per person.

WEST OAKLAND AREA

West Oakland is the smallest of the eight AC Transit analysis areas and consists of the industrial and commercial sections east of the Oakland CBD. The Port of Oakland and related facilities are also located in this area.

1965 population of the West Oakland Area is estimated at 27,995. The limited residential portion consists principally of low rent, multi-dwelling units, which is reflected by a high population density of 29.5 persons per residential acre.

26% of area residents are employed, with census tract incomes ranging between $2,719 and $4,368. Average income per worker is only $3,584, which is 49% below the AC Transit District average.

79% of the 3,482 gross acres in the West Oakland Area is devoted to industrial activity. 12% of the land area is residential, while the remaining 9% is classified as predominantly shopping. No open space remains in this area for future development.

Transit Operations

Transit service in the West Oakland Area as provided by AC Transit consists of:

- 3 East Bay express routes - Nos. 31, 33 and 34.
- 6 East Bay arterial trunk routes - Nos. 11, 12, 14, 59-76, 80-81-82-83 and 88.
- 2 trans-bay lines - A and B.

The two express routes - - Nos. 33 and 34 - - and two of the six trunk routes - - Nos. 11 and 59-76 - - all operate on south Broadway and use Jack London Square as a terminal point. All of these pass through the Oakland CBD en route to other areas.

The remaining arterial routes - - Nos. 12, 14, 80-81-82-83 and 88 - - run through the Oakland CBD and serve other areas in addition to West Oakland.

The two trans-bay lines - - A and B - - between Oakland and San Francisco, make passenger stops in West Oakland.

The combined service operated in this area by these 11 routes totals about 1,043,900 bus miles annually, providing 37.3 bus miles per person.

ALAMEDA AREA

This area consists entirely of the island City of Alameda. It comprises the typical land use activities of a small city and is relatively well-balanced among residential, industrial, and commercial uses. However, due to its proximity to Oakland, it is strongly influenced by the Oakland CBD.

Population of this city is estimated at 56,035 in 1965 excluding crews of vessels. Population density in the residential sections averages 12.1 persons per acre.

39% of Alameda residents are employed, with incomes varying from a low of $1,989 to a high of $8,978 per census tract average. The area average income is $5,655, 20% lower than the AC Transit District.

The principal land use is residential, with 59% of the 5,751 gross acres of Alameda devoted to that purpose. Another 8% of the area is devoted to shopping and 33% to industrial activities. Prominent among the latter is the Naval Air Station. Only a small portion of the total land area remains for future development.

Transit Developments

The transit service in Alameda consists of six routes operated by AC Transit system as follows:

- 1 feeder and local service route - No. 63.
- 2 crosstown routes - Nos. 64 and 79.
- 2 arterial trunk routes - Nos. 42 and 51-58.
- 1 trans-bay line - Route O-W.

Feeder and local service Route No. 63 operates exclusively in the area. The two crosstown Routes 64 and 79 serve both Alameda and the East Oakland Areas.

Arterial Route Nos. 42 and 51-58 have their westerly terminals in Alameda and operate through the Oakland CBD, No. 42 being through-routed to Piedmont and No. 51-58 to the Berkeley Area.

Trans-bay line O-W provides direct service to the San Francisco CBD; the W portion is a rush-hour weekday extension only.

The combined service operated in this area by these six routes totals about 1,562,100 bus miles annually, providing 27.9 bus miles per person.

EAST OAKLAND AREA

The East Oakland Area is primarily residential, with characteristics similar to the Berkeley Area. Industrial activity is concentrated along the bay front, while the residential sections stretch eastward into the hills. The area is dotted with neighborhood shopping centers and is bisected by E. 14th St., a major commercial artery.

East Oakland had an estimated population of 221,108 in 1965. Its residential density is estimated at 13.2 persons per acre.

86,627 East Oakland residents are employed; their incomes range between $2,581 and $10,619. Average income is $6,442 or 9.0% lower than the AC Transit District average.

60% of the 19,217 gross acres is classified as predominantly residential. Another 13% is devoted to shopping, 11% to industrial activity, with the remaining 16% used for public and other purposes. Very little open space remains for future growth.

Transit Operations

Transit service in the East Oakland Area consists of:

- 4 feeder and local service routes - Nos. 46-87, 53, 54 and 56.
- 3 crosstown routes - Nos. 57, 64 and 79.
- 4 East Bay express routes - Nos. 30-32, 34, 36 and 38
- 5 East Bay arterial routes - Nos. 14, 15, 18, 40-41-4 and 80-81-82-83.
- 3 trans-bay routes - A, K-R-S and N-V.

Express Route No. 34 provides all day service while express Route No. 38 and trans-bay lines S and V operate in peak hours on weekdays only.

All four of the feeder and local service routes operate exclusively in the area. Of the three crosstown routes, Nos. 64 and 79 operate between East Oakland and Alameda, while No. 57 operates between East Oakland and Berkeley.

Of the five arterial routes, three - - Nos. 14, 15 and 18 - - have their outer or easterly terminals in East Oakland Area. Route 40-41-43 continues south to the San Leandro Area and Route 80-81-82-83 continues down to the Hayward Area. In the reverse direction, all of these routes pass through the Oakland CBD en route to other areas.

Of the three trans-bay lines, A has its outer or easterly terminal in East Oakland. The N-V combination also serves Piedmont and San Leandro, while the K-R-S combination operates in both San Leandro and Hayward in addition to East Oakland.

The combined service operated in the East Oakland Area by these 19 routes totals about 6,162,500 bus miles annually, providing 27.9 bus miles per person.

SAN LEANDRO AREA

The City of San Leandro and the unincorporated communities of Castro Valley and San Lorenzo make up the San Leandro Area. The area is suburban in nature and devoted primarily to residential land use. Commercial activities consist of neighborhood retail stores and several large shopping centers. Less than 10% of the total acreage is industrial.

Population of this area is estimated at 136,911 in 1965. Density in the residential sections averages 10.7 persons per acre.

36% of the area residents are employed, with median incomes varying by census tracts from $6,305 to $17,060; the average is $8,196, which is 16% above the Transit District average.

57% of the 16,268 gross acres of land area is devoted to residential use, another 11% to shopping, 8% to industrial activity, with the remaining 24%, or 3,945 acres, for open space primarily. This remaining land area is available for future development, as well as for public purposes.

Transit Operations

Transit service in this area provided by AC Transit is operated over:

- 3 feeder and local service routes - Nos. 55, 91 and 93.
- 4 East Bay arterial express routes - Nos. 30-32, 34, 36 and 38.
- 2 arterial trunk routes - Nos. 40-43 and 80-81-82.
- 2 trans-bay lines - K-R-S and N-V.

All day service is provided on express Route Nos. 30-32 and 34, and trans-bay lines R and N. Commute hour service is operated by express Route Nos. 36 and 38 and the K-H, R-H, R-C-V, R-D and S portions of the K-R-S trans-bay line plus the V portion of the N line.

Of the three feeder and local service routes, only Route No. 55 limits its operation to the San Leandro Area. Route Nos. 91 and 93 serve both the San Leandro and Hayward Areas.

With respect to trunk routes, Route No. 40-43 terminates in San Leandro while Nos. 80-81 and 82 continue south to Hayward.

These 11 routes combined provide about 1,399,700 bus miles of service annually to the San Leandro Area, or about 10.2 bus miles per person.

HAYWARD AREA

The Hayward Area has characteristics similar to the San Leandro Area, although it contains considerably more industrial activity. In terms of acreage, it is the largest of the eight areas. Like the remainder of the East Bay, industry is located on the flat, bay front land, while the residential portions spread eastward into the hills.

Well-developed retail and commercial centers are distributed throughout the area, primarily in the form of shopping centers.

By 1965, population of the Hayward Area had increased to 160,314. Due to the spotty development and the high proportion of undeveloped land, population density per census tract varies over a wide range, from 2.9 to 29.7 persons per acre.

52,608 Hayward Area residents are employed, with median incomes ranging from a low of $4,257 to a high of $14,791. The average income is $8,830, which is 25% above District average.

Transit Operations

Transit service in the Hayward Area comprises seven routes of the AC Transit system:

- 3 feeder and local service routes - Nos. 90-92, 91 and 93.
- 2 arterial express routes - Nos. 30-32 and 36.
- 1 arterial trunk route - No. 80-81-82.
- 1 trans-bay line - K-R-S.

Of the three feeder and local service routes, Route No. 90-92 operates wholly within the area, while the services of Route Nos. 91 and 93 are shared with the San Leandro Area.

Route No. 36 provides commuter service in rush hours on weekdays only. This is also true with respect to the S and part of R service supplied by the K-R-S combination of trans-bay lines.

The No. 80-81-82 combination terminates in Hayward.

These seven routes operate about 1,509,900 bus miles annually in the area, providing 9.4 bus miles per person.

Appendix E

EXPLANATION OF TERMS

The comparative statistics for each route in 1965 and 1975 have been developed on as nearly comparable terms as circumstances will permit. Attention is directed to the following differences:

Annual Revenue - 1965 annual revenue for AC routes includes total route revenues derived from the summation of adult fares, school cash and ticket fares, advertising and other miscellaneous revenue. 1975 annual revenue includes only adult fares and advertising revenue along with the effect of Fare Plan VI. Because of these differences, revenue figures are not entirely comparable.

Annual Revenue Passengers - 1965 adult revenue passengers are developed by multiplying the average daily adult revenue passengers as derived by AC Transit by an annualizing factor of 285 days. 1975 revenue passengers are derived in the same fashion from the proposed plan networks and to that extent, may be compared directly to 1965.

Annual Vehicle Hours - 1965 and 1975 vehicle hours are not directly comparable on two counts. The 1965 hours are based on existing travel speeds and total revenue passengers (including school service), while 1975 hours are the result of revised operating speeds and a level of service necessary to meet adult revenue passengers requirements.

Annual Vehicle Miles - The same cautions apply to vehicle miles as were mentioned for vehicle hours.

Revenue - Cents per mile - 1965 revenue per mile is derived from the annual revenue and vehicle mile statistics, while 1975 revenue per mile incorporates the effect of adult revenue, changed mileage, and Fare Plan VI.

The remaining statistics of Appendix E are self-explanatory.

TRANS-BAY ROUTES

ROUTE A - OAKLAND-SAN FRANCISCO

Route Description

Present - Route A provides all-day service between the CBD of Oakland and San Francisco in addition to local service through the residential, commercial and industrial areas of West Oakland. The route serves the Alameda County Office complex and the Oakland Auditorium, but its primary function is to serve as a link between downtown Oakland and San Francisco.

The Oakland terminal is at Grand Ave. and MacArthur Blvd.; in San Francisco, the route terminates at the Transbay Terminal as do all transbay routes.

Service is operated seven days per week.

Proposed Plan - This route would become a short crosstown route operating between the Oakland CBD and an eastern terminal at Grand Ave. and MacArthur Blvd. It would serve the densely-populated apartment building area along Lakeshore Ave., the main shopping and business areas of downtown Oakland and the BARTD 19th St. Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$595,439	$93,120
Annual Revenue Passengers (Adult)	1,033,410	597,360
Annual Bus Hours	31,439	22,934
Annual Bus Miles	548,168	256,865
Revenue Cents per Mile	108.6¢	36.3¢
Length of Route O-W Miles	13.9	5.0 *
Schedule Speed (MPH)	17.4	11.2
Maximum Vehicles	5-5-9	
Weekday Headways	12-15-8	

* Includes one-way loop miles.

ROUTE B - OAKLAND-SAN FRANCISCO

Route Description

Present - Route B provides all-day service between the residential and commercial area east of the Oakland CBD and San Francisco. The route skirts the north end of the Oakland CBD and serves the commercial activities along Grand Ave. and the apartment house complex along Grand Ave. and Lakeshore Drive. During the A.M. and P.M. peak periods, alternate buses, designated as Route Bx, provide express service via the MacArthur Freeway to and from Grand Ave. and MacArthur Blvd.

Service is provided on weekdays, Saturdays and Sundays.

roposed Plan - No change is made in this route except that it would be modified to operate through the Oakland CBD via Webster St. (Harrison Ave. eastbound) and 20th St. to serve the BARTD 19th St. Station and continue on 20th St. to Telegraph Ave. to West Grand Ave. and the regular route.

Route Statistics	1965	Proposed Plan 1975
Annual Revenue	$313,726	$172,914
Annual Revenue Passengers (Adult)	711,930	695,685
Annual Bus Hours	23,969	20,461
Annual Bus Miles	398,194	347,843
Revenue Cents per Mile	78.8¢	49.7¢
Length of Route O-W Miles - B	12.5	12.6
Bx	12.4	
Schedule Speed (MPH)	16.6	17.0
Maximum Vehicles	12-3-14	
Weekday Headways	10-30-8	

ROUTE C - PIEDMONT-SAN FRANCISCO

Route Description

Present - The basic route provides all-day through service between the residential areas of Piedmont and San Francisco, and local service between several neighborhood commercial centers. Two peak-period express legs operate via the MacArthur Freeway and serve the residential areas of Montclair and Broadway Terrace.

The Broadway Terrace and the Highland Ave. extensions operate in A.M. and P.M. peak hours only, the former being express via MacArthur Blvd., Broadway from 42nd, and San Francisco while the Highland Ave. express westbound enters the MacArthur Freeway at Harrison St. and leaves it eastbound at Oakland Ave. and Santa Clara.

Proposed Plan - The C portion of this route would continue as at present, but its function would change to a feeder route serving the BARTD MacArthur Station. The CBX and CHX portions would continue in transbay service.

Route Statistics	1965	Proposed Plan 1975
Annual Revenue	$303,596	$139,335
Annual Revenue Passengers (Adult)	697,965	778,620
Annual Bus Hours	23,369	28,030
Annual Bus Miles	406,364	350,379
Revenue Cents per Miles	74.7¢	39.8¢
Length of Route O-W Miles - C	11.6	6.68
CHX	11.8	
CBX	13.8	
Schedule Speed (MPH)	17.4	12.5
Maximum Vehicles	16-3-17	
Weekday Headways	6-30-4	

ROUTE E - OAKLAND-SAN FRANCISCO

Route Description

Present - Service is provided by this route between North Oakland, Berkeley and San Francisco. The area served is primarily residential with scattered neighborhood retail activities.

Local service is also provided in North Oakland between the eastern terminal at the Claremont Hotel in Berkeley and Yerba Buena and San Pablo Aves.

Service is operated daily.

Proposed Plan - This route would be eliminated as transbay service and replaced by crosstown service operating over the same route from the Claremont Hotel to the BARTD Rockridge Station continuing west over the present route to Yerba Buena Ave. then via Adeline St. and 7th St. to the BARTD Oakland West Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$254,091	$19,070
Annual Revenue Passengers (Adult)	577,125	75,525
Annual Bus Hours	20,076	3,405
Annual Bus Miles	364,475	41,539
Revenue Cents per Mile	69.7¢	45.9¢
Length of Route O-W Miles	11.4	3.67
Schedule Speed (MPH)	18.2	12.2
Maximum Vehicles	14-2-12	
Weekday Headways	6-30-5	

ROUTE F - BERKELEY-SAN FRANCISCO

Route Description

Present - Route F provides service all day between Albany, West Berkeley, Berkeley and San Francisco. It operates through the residential and commercial areas of Berkeley, including the central business district. It also provides service for the University of California and a portion of North Oakland. During peak periods, express service is operated over two additional routes via the Eastshore Freeway.

roposed Plan - This route would become a local service route operating over the present route to 45th Street and San Pablo Avenue. Service would be provided to the BARTD Berkeley and Ashby Stations.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$981,889	$41,332
Annual Revenue Passengers (Adult)	2,102,445	132,240
Annual Bus Hours	61,831	3,500
Annual Bus Miles	1,061,369	59,508
Revenue Cents Per Mile	92.5¢	69.5¢
Length of Route - F	14.5	14.5
Fx	14.2 (via Stanford)	14.2
Fxx	13.4 (via Univ.)	13.4
Schedule Speed (MPH)	17.2	17.0
Maximum Vehicles	29-7-29	
Weekday Headways	3½-15-3	

ROUTE G - ALBANY-SAN FRANCISCO

Route Description

Present - Service to San Francisco is provided from the residential areas of El Cerrito, Albany and North Berkeley. Local service is also provided between those residential areas and several small retail centers along Solano and San Pablo Aves.

Service is operated peak hours only daily except Saturdays and Sundays.

Proposed Plan - This route is eliminated.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$114,191	-
Annual Revenue Passengers (Adult)	320,055	-
Annual Bus Hours	8,838	-
Annual Bus Miles	173,776	-
Revenue Cents per Miles	65.7¢	-
Length of Route O-W Miles		
G - regular	13.4	-
Gx - extended	15.8	-
Schedule Speed (MPH)	19.7	
Maximum Vehicles	12-0-9	-
Weekday Headways	5-0-5	-

ROUTE H - BERKELEY-SAN FRANCISCO

Route Description

Present - Local and express service to San Francisco is provided by this route from the residential areas of Berkeley, West Berkeley, North Berkeley, Kensington and El Cerrito. Local service is also provided between these communities and several neighborhood retail and commercial centers along Arlington Ave. and Sacramento St.

Service is operated in peak periods on weekdays.

Proposed Plan - This route is eliminated.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$124, 972	-
Annual Revenue Passengers (Adult)	322, 335	-
Annual Bus Hours	9, 534	-
Annual Bus Miles	193, 636	-
Revenue Cents per Mile	64. 5¢	-
Length of Route O-W Miles		
Regular	12. 4	-
Extended	18. 0	-
Schedule Speed (MPH)	20. 3	-
Maximum Vehicles	12-0-11	-
Weekday Headways	5-0-5	-

ROUTE K - BANCROFT AVENUE-SAN FRANCISCO
R - HAYWARD-SAN LEANDRO-SAN FRANCISCO
RCV - CASTRO VALLEY-SAN FRANCISCO
S - SOUTHGATE-SAN LORENZO-SAN FRANCISCO

Route Description

Present - These transbay routes are combined for operational purposes, serving areas east and south of the Oakland CBD to San Francisco.

Route K provides local daily service, with extended peak-period express service, from the residential and commercial areas of East Oakland.

Route R also provides local and express service between San Francisco and East Oakland, San Leandro and Hayward. Weekday service during the A.M. and P.M. peak periods is operated to Castro Valley, Fairway Park, Southland and to Southgate, San Lorengo, Palma Ceia and Washington Manor by Route S.

Basic service is operated daily.

Proposed Plan - These routes would be eliminated.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$829, 535	-
Annual Revenue Passengers (Adult)	1, 727, 670	-
Annual Bus Hours	71, 643	-
Annual Bus Miles	1, 576, 788	-
Revenue Cents per Mile	52. 6¢	-
Length of Route O-W Miles		
K	16. 2	-
Kx	17. 8	-
R	25. 4	-
R-F	29. 2	-
R-H	25. 2	-
R-CV-D	29. 9 *	-
S	27. 1	-
S-W	28. 6	-
Schedule Speed (MPH)	22. 0	-
Maximum Vehicles	51-6-44	-
Weekday Headways	4½/5-30/45-5/6	-

* Includes one-way loop miles.

ROUTE L - RICHMOND-SAN FRANCISCO

Route Description

Present - This route provides transbay service between the communities of Richmond, El Cerrito, El Sobrante and San Pablo. Daily service is provided from Richmond and El Cerrito and weekday A.M. and P.M. peak-period service is operated from El Sobrante and San Pablo. The residential areas of these communities and the central business districts of Richmond and El Cerrito are provided with local service along MacDonald and San Pablo Aves. and express service via Carlson Blvd. and Eastshore Freeway.

Proposed Plan - This route would be eliminated.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$470,210	-
Annual Revenue Passengers (Adult)	810,825	-
Annual Bus Hours	33,643	-
Annual Bus Miles	686,415	-
Revenue Cents per Mile	68.5¢	-
Length of Route O-W Miles		
L (Willamette Shipyard)	21.6	-
Lx (Eastshore Freeway)	18.4	-
Lx (El Sobrante)	31.2	-
Schedule Speed (MPH)	20.4	-
Maximum Vehicles	22-4-22	-
Weekday Headays	3-30-3	-

ROUTE N - EAST OAKLAND-SAN LEANDRO-SAN FRANCISCO
V - MONTCLAIR EXPRESS

Route Description

Present - These two routes are combined for operating reasons.

Route N operates daily between San Leandro East Oakland and San Francisco. Both San Leandro and East Oakland are primarily residential with scattered retail centers. Both local and express service is provided with the express service operating via the MacArthur Freeway.

Route V operates between the residential areas of Montclair, Crestmont and Piedmont Pines in the foothills east of Oakland and San Francisco. In addition, local service is provided to retail centers in Montclair and Oakmore.

Service is operated on Route V during peak periods on weekdays.

Proposed Plan - These routes would remain unchanged.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$562,478	$143,135
Annual Revenue Passengers (Adult)	1,256,280	314,925
Annual Bus Hours	46,711	11,810
Annual Bus Miles	941,531	236,194
Revenue Cents per Mile	59.7¢	60.6¢
Route Length O-W Miles		
N (regular)	19.9	19.9
Nx (express)	19.6	19.6
V	16.9	16.9
Schedule Speed (MPH)	20.2	20.2
Maximum Vehicles	34-4-33	
Weekday Headways	4-30-4	

ROUTE O - SANTA CLARA AVE., HIGH ST., FERNSIDE BLVD.-SAN FRANCISCO
W-WG - ENCINAL AVE., SOUTHSHORE-SAN FRANCISCO

Route Description

Present - Transbay service between Alameda and San Francisco is provided by Routes O and W, via the Nimitz Freeway. Daily local and express service is provided by Route O from the residential and commercial areas along Webster St., Santa Clara Ave., Encinal Ave., Park St. and High St. The southshore residential areas are served by Route W which operates on weekdays only during the A.M. and P.M. peak periods via Otis Dr., Grand Ave., Encinal Ave. and Webster St.

Proposed Plan - These routes would remain unchanged.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$298,856	$120,206
Annual Revenue Passengers (Adult)	670,890	264,480
Annual Bus Hours	27,311	11,136
Annual Bus Miles	534,964	211,584
Revenue Cents per Mile	55.9¢	56.8¢
Length of Route O-W Miles		
O	17.1 *	Eliminated
Ox	16.5 *	16.5 *
W	16.6 *	16.6 *
W-1	15.7	15.7
Schedule Speed (MPH)	19.6	19.6
Maximum Vehicles	21-2-21	
Weekday Headways	8-45-8	

* Includes one-way loop miles.

ROUTE T - SAN FRANCISCO-TREASURE ISLAND
OAKLAND-TREASURE ISLAND

Route Description

Present - This route provides service between the Transbay Terminal in San Francisco and the Naval Station on Treasure Island, and between the Oakland CBD and Treasure Island. The route operates as two separate routes - - one from either side of the Bay to Treasure Island.

Service is provided daily.

Proposed Plan - The portion of the route between the Transbay Terminal in San Francisco and Treasure Island would be eliminated. The Oakland leg of Route T would operate between Treasure Island and the BARTD MacArthur Station. The present loop in the Oakland CBD would be eliminated.

Route Statistics

	1965	Proposed Plan 1975 *
Annual Revenue	$205,922	$207,981
Annual Revenue Passengers (Adult)	866,239	866,239
Annual Bus Hours	26,807	26,807
Annual Bus Miles	454,741	454,741
Revenue Cents Per Mile	45.3¢	45.3¢
Length of Route O-W Miles	15.1	
Schedule Speed (MPH)	17.0	
Maximum Vehicles	4-2-4	
Weekday Headways	20-45-10	

* Represents combined service from Oakland and San Francisco.

ROUTE 30 - SAN LEANDRO EXPRESS
32 - SAN LORENZO EXPRESS

Route Description

Present - These two routes are combined for operating purposes. They provide express service between Hayward, San Lorenzo and San Leandro and the Oakland CBD via the Nimitz Freeway.

Route 30 begins in the Hayward CBD and operates through the City of San Leandro before entering the Nimitz Freeway.

Route 32 begins in South Hayward and operates through the Hayward CBD and the community of San Lorenzo before entering the Nimitz Freeway.

Service is operated daily except Saturday and Sunday.

Proposed Plan - These routes would be eliminated.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$203,182	-
Annual Revenue Passengers (Adult)	695,685	-
Annual Bus Hours	33,181	-
Annual Bus Miles	637,049	-
Revenue Cents per Mile	32.0¢	-
Length of Routes O-W Miles		
30	16.4	-
32	21.3	-
Schedule Speed (MPH)	19.2	-
Maximum Vehicles	17-5-16	-
Weekday Headways	12-45-10	-

EXPRESS ROUTES

ROUTE 31 - RICHMOND EXPRESS

Route Description

Present - This route provides express service between Richmond, El Cerrito and Albany and the Oakland CBD via the Eastshore and Nimitz Freeways. The local pick-up area is along MacDonald Ave. through the commercial and residential areas of Richmond and along San Pablo Ave. in El Cerrito and Albany before entering the freeway.

Service is provided during peak periods on weekdays only.

Proposed Plan - This route would be eliminated.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$28,329	-
Annual Revenue Passengers (Adult)	100,320	-
Annual Bus Hours	4,435	-
Annual Bus Miles	81,631	-
Revenue Cents per Mile	34.7¢	-
Length of Route O-W Miles	14.7	-
Schedule Speed (MPH)	18.4	-
Maximum Vehicles	4-0-4	-
Weekday Headways	20-0-20	-

ROUTE 33 - BERKELEY EXPRESS

Route Description

Present - This route provides express service between Berkeley and the Oakland CBD. The route operates along Shattuck Ave. and Adeline St. in Berkeley and along Grove St. in North Oakland to a terminus at Jack London Square.

Service is operated daily except Saturday and Sunday. During peak periods, service is extended to Albany, El Cerrito and Richmond along Solano, San Pablo and MacDonald Aves.

Proposed Plan - This route would be eliminated.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$161,008	-
Annual Revenue Passengers (Adult)	848,730	-
Annual Bus Hours	22,486	-
Annual Bus Miles	286,719	-
Revenue Cents per Mile	56.2¢	-
Length of Route O-W Miles	14.3	-
Schedule Speed (MPH)	12.8	-
Maximum Vehicles	8-5-9	-
Weekday Headways	8-15-7	-

ROUTE 34 - MAC ARTHUR EXPRESS

Route Description

Present - Route 34 provides express service between the residential areas of East Oakland and the Oakland CBD via MacArthur Blvd. and the MacArthur Freeway. Service is provided through several residential and commercial areas along MacArthur Blvd., Mills College and Oakland High School. The route enters the Oakland CBD via Grand Ave. and terminates at Jack London Square.

Service is operated daily except Saturday and Sunday. During peak periods, service is extended along MacArthur Blvd. to the residential areas of San Leandro.

Proposed Plan - This route would remain unchanged.

Route Statistics

	1965		Proposed Plan 1975
Annual Revenue	$163,651		$315,562
Annual Revenue Passengers (Adult)	740,715		1,784,670
Annual Bus Hours	24,831		46,056
Annual Bus Miles	327,253		713,868
Revenue Cents per Mile	50.0¢		44.2¢
Length of Route O-W Miles	11.6	(Freeway to Estudillo)	11.6
	7.4	(MacArthur to Seminary)	7.4
Schedule Speed (MPH)	13.2		15.5
Maximum Vehicles	10-6-14		
Weekday Headways	5-15-4		

ROUTE 36 - WASHINGTON MANOR EXPRESS VIA BONAIRE

Route Description

Present - Express service between San Lorenzo and the Oakland CBD via the Nimitz Freeway is provided by this route. The local pick-up areas are the residential sections of San Lorenzo Village, Bonaire and Washington Manor and several small commercial areas in between. The Oakland terminus is at West Grand Ave. and Broadway.

Service is operated in peak periods on weekdays only.

roposed Plan - This route would be eliminated.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$9,207	-
Annual Revenue Passengers (Adult)	25,365	-
Annual Bus Hours	1,562	-
Annual Bus Miles	27,216	-
Revenue Cents per Mile	33.8¢	-
Length of Route O-W Miles	14.6	-
Schedule Speed (MPH)	17.4	-
Maximum Vehicles	1-0-2	-
Weekday Headways	37-0-30	-

ROUTE 38 - BANCROFT EXPRESS

Route Description

Present - This route provides express service between residential and commercial areas of San Leandro and East Oakland and the Oakland CBD along Bancroft Ave. and E. 14th St. The route begins at Bancroft and Estudillo Aves. in San Leandro and terminates at 20th and Webster Sts. in the Oakland CBD.

Service is provided in peak periods on weekdays.

Proposed Plan - This route would not be changed.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$45,538	$103,059
Annual Revenue Passengers (Adult)	228,570	547,200
Annual Bus Hours	9,815	24,873
Annual Bus Miles	142,484	355,680
Revenue Cents per Mile	32.0¢	29.0¢
Length of Route O-W Miles	10.3	10.3
Schedule Speed (MPH)	14.5	14.5
Maximum Vehicles	7-0-6	
Weekday Headways	12-0-10	

ARTERIAL ROUTES

ROUTE 11 - OAKLAND AVE.-JACK LONDON SQUARE

Route Description

Present - This route connects the center of Piedmont with the Oakland CBD and Jack London Square. It operates through the business districts of both cities and serves the residential and commercial areas along Oakland Ave. and Harrison St. including Kaiser Center and Broadway.

Service is provided daily.

Proposed Plan - This route would remain unchanged. Under the present routing, service would be provided to the BARTD 12th and 19th Sts. Stations in the Oakland CBD.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$44,846	$129,895
Annual Revenue Passengers (Adult)	163,825	689,415
Annual Bus Hours	12,357	36,795
Annual Bus Miles	109,463	327,472
Revenue Cents per Mile	41.0¢	39.7¢
Length of Route O-W Miles	4.1	4.1
Schedule Speed (MPH)	8.9	8.9
Maximum Vehicles	3-2-4	
Weekday Headways	20-30-15	

ROUTE 12 - GRAND AVE.-WEST 14th ST.
(NAVAL SUPPLY CENTER)

Route Description

Present - Route 12 is a through-route arterial operating between Piedmont and West Oakland from the residential areas of Piedmont through the Oakland CBD via 14th Street to the Naval Supply Depot and the Oakland Army Terminal in West Oakland. Service is provided to the residential and commercial areas along Grand Ave. and the Kaiser Center.

Service is operated daily.

Proposed Plan - This route would remain unchanged, serving the BARTD 12th St. Station in the Oakland CBD.

Route Statistics	1965	Proposed Plan 1975
Annual Revenue	$144,994	$143,622
Annual Revenue Passengers (Adult)	562,020	705,945
Annual Bus Hours	30,458	29,940
Annual Bus Miles	320,161	335,324
Revenue Cents per Mile	45.3¢	42.8¢
Length of Route O-W Miles	8.2	8.2
Schedule Speed (MPH)	10.5	11.2
Maximum Vehicles	6-5-6	
Weekday Headways	15-20-15	

ROUTE 14 - BROOKDALE AVE.-EMERYVILLE

Route Description

Present - This is a through-route arterial connecting the Oakland CBD with the residential areas of East Oakland from the east and the residential and industrial areas of Emeryville from the north. En route it serves several small commercial areas; the business activities of the Oakland CBD, the Oakland Auditorium and the Laney Campus of the Oakland City College. The route enters the Oakland CBD on 10th St., continues north to Clay St. and leaves via 14th St. It operates along Adeline St. and San Pablo Ave. north of the CBD.

Service is operated on weekdays, Saturdays and Sundays.

Proposed Plan - No change would be made on that portion of the route between East Oakland and the Oakland CBD. In the Oakland CBD, the route would be extended from 10th and Fallon Sts. to provide a direct connection with the BARTD Lake Merritt Station.

The portion of the route north from the Oakland CBD to 14th and Adeline Sts. would be eliminated. From that point, the route would be changed to operate via Adeline to serve the BARTD West Oakland Station, the Acorn redevelopment area and the new Post Office complex.

Service is provided daily.

Route Statistics	1965	Proposed Plan 1975
Annual Revenue	$103,207	$434,044
Annual Revenue Passengers (Adult)	459,420	2,083,635
Annual Bus Hours	22,763	94,711
Annual Bus Miles	254,432	1,041,818
Revenue Cents per Mile	40.6¢	41.7¢
Length of Route O-W Miles	10.5*	7.8
Schedule Speed (MPH)	11.2	11.0
Maximum Vehicles	6-3-5	
Weekday Headways	17-30-13	

* Includes one-way loop mileage.

ROUTE 15 - BERKELEY-MOUNTAIN BLVD.
15A - BERKELEY-COOLIDGE AVE.
15D - EAST OAKLAND CARSON & DAVENPORT

Route Description

Present - Service between East Oakland and Berkeley through the Oakland CBD is provided by this route. On the East Oakland end, the route is divided into three legs serving the residential areas along MacArthur Blvd., Redwoo Rd. and the Skyline area in the vicinity of Skyline Hig School. The Berkeley leg operates from the Oakland CBD through the residential and commercial areas along Grove St. in North Oakland and Berkeley and terminates in the Berkeley CBD. En route service is provided to Merritt College and the University of California.

The route operates on weekdays, Saturdays and Sundays.

Proposed Plan - No change would be made in this route. The present route will serve the BARTD 12th St. Station in the Oakland CBD.

Service is provided daily.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$489, 921	$518, 212
Annual Revenue Passengers (Adult)	1, 729, 380	2, 883, 345
Annual Bus Hours	73, 138	100, 917
Annual Bus Miles	825, 059	1, 009, 171
Revenue Cents per Miles	59. 4¢	51. 4¢
Length of Route O-W Miles		
15	12. 0	12. 0
15A	7. 7	7. 7
15D	6. 6	6. 6
Schedule Speed (MPH)	11. 3	10. 0
Maximum Vehicles	24-12-15 *	
Weekday Headways	7-10-6	

* 9 or 10 of the A. M. vehicles are school trippers.

ROUTE 18 - PARK BLVD.-LAKESHORE/GRAND AVE.

Route Description

Present - Route 18 operates between the Oakland CBD and the residential areas of Piedmont, and the Piedmont Pines and Montclair sections of East Oakland. In addition to residential areas and the apartment buildings along Grand Ave., service is provided to several neighborhood retail centers, Oakland High School and neighborhood elementary schools.

Weekday, Saturday and Sunday service is provided.

Proposed Plan - No change would be made in this route. Under the present routing, service would be provided to the BARTD 12th and 19th Sts. Stations in the Oakland CBD.

Service is provided daily.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$275, 286	$340, 338
Annual Revenue Passengers (Adult)	933, 660	2, 212, 775
Annual Bus Hours	47, 382	63, 830
Annual Bus Miles	513, 483	663, 833
Revenue Cents per Mile	53. 6¢	51. 3¢
Length of Route O-W Miles		
Park-Montclair-Snake Road	8. 5 *	8. 5
Park-Piedmont Pines	9. 8 *	9. 8
Park-Lakeshore (Walla Vista)	6. 7	6. 7
Lakeshore (Hampton to 14th & Broadway)	3. 5	3. 5
Schedule Speed (MPH)	10. 8	10. 4
Maximum Vehicles	12-8-11	
Weekday Headways	8-15-9	

* Includes one-way loop mileage.

ROUTES 40-43-43A - OAKLAND, NORTH OAKLAND, BERKELEY AND ALBANY
ROUTES 40-41A-43 - OAKLAND, EAST OAKLAND, AND SAN LEANDRO

Route Description

Present - This combination of routes forms a through-route arterial system connecting the Oakland CBD with San Leandro on the south and Berkeley and Albany on the north. To the south and east, the route divides into two legs serving the residential and commercial areas between the Oakland CBD, East Oakland and San Leandro. To the north, the route divides into three legs serving the residential and commercial areas of North Oakland, Berkeley, Berkeley CBD, Albany and the University of California.

Service is provided over these routes seven days a week.

Proposed Plan - No change would be made in this route. Under the present routing, service would be provided to the BARTD 12th St. Station in the Oakland CBD and the Berkeley and North Berkeley Stations in Berkeley.

Service is provided daily.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$1, 107, 443	$721, 976
Annual Revenue Passengers (Adult)	3, 613, 800	3, 420, 000
Annual Bus Hours	151, 366	75, 441
Annual Bus Miles	1, 862, 530	1, 026, 000
Revenue Cents per Mile	59. 5¢	70. 4¢
Length of Routes O-W Miles		
40	16. 7	16. 7
43	20. 3	20. 3
43 A	9. 2	9. 2
Schedule Speed (MPH)	12. 3	13. 6
Maximum Vehicles	34-22-39	
Weekday Headways	4-7½-3	

ROUTE 42 - ALAMEDA NAVAL AIR STATION-PIEDMONT
42A - VIA ATLANTIC AVE.

Route Description

Present - This route is an east-west arterial between Piedmont and Alameda through the Oakland CBD. The eastern leg originates in Piedmont and serves the residential and commercial areas along Highland, Moraga, and Piedmont Aves. and enters the Oakland CBD via Broadway. After passing through the Oakland CBD the route continues to Alameda via the Webster St. Tube and serves the western commercial and residential areas along Webster St. and Lincoln and Atlantic Aves., terminating at the Alameda Naval Air Station.

Daily service is provided by this route.

Proposed Plan- No change is made in this route. It will serve both the BARTD 12th and 19th Sts. Stations in downtown Oakland.

Service is provided daily.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$216,287	$178,183
Annual Revenue Passengers (Adult)	778,050	773,142
Annual Bus Hours	43,493	33,910
Annual Bus Miles	486,219	386,571
Revenue Cents per Mile	44.5¢	46.1¢
Length of Route O-W Miles		
42	11.1	11.1
42 A	9.1	9.1
Schedule Speed (MPH)	11.2	11.2
Maximum Vehicles	11-6-9	
Weekday Headways	7-20-12	

ROUTE 51-58 - BERKELEY-NORTH OAKLAND-ALAMEDA

Route Description

Present - Route 51-58 is a long arterial route operating between Berkeley, the Oakland CBD and Alameda. It originates in the industrial area of West Berkeley and serves Berkeley, the University of California, the Berkeley CBD, the residential and commercial areas of North Oakland along College Ave. and enters the Oakland CBD via Broadway. It is through-routed to Alameda via the Webster St. Tube and serves the Webster St. commercial area, the residential area along Santa Clara Ave., the main business district along Park St. and the older residential area of East Alameda.

Service is operated on this route seven days per week.

Proposed Plan- This route would continue as at present and service would be provided to the BARTD 12th and 19th Sts. Stations. The route would be extended from its terminal in East Alameda via High St. and San Leandro St. to serve the BARTD Fruitvale Station.

Service is provided daily.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$959,761	$561,754
Annual Revenue Passengers (Adult)	3,333,360	3,528,585
Annual Bus Hours	119,619	92,857
Annual Bus Miles	1,306,173	882,146
Revenue Cents per Mile	73.5¢	63.7¢
Length of Route O-W Miles		
51	14.1	(
51 A	9.8	(15.4
51 C	4.6	(
Schedule Speed (MPH)	10.9	9.5
Maximum Vehicles	23-21-27	
Weekday Headways	6-7½-6	

ROUTE 59 - BROADWAY TERRACE
76 - MONTCLAIR
59C - UPPER BROADWAY TERRACE

Route Description

Present - This route is an arterial route operating between the Oakland Hills, the City of Piedmont and the Oakland CBD. The eastern end of the route is divided into three legs, each with terminals in the residential areas of the northeastern part of Oakland. It enters the Oakland CBD on Broadway and terminates at Jack London Square.

Service is operated daily except for Route 59C to upper Broadway Terrace which operates during peak periods on weekdays.

Proposed Plan- No change would be made in this route.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$100,762	$65,100
Annual Revenue Passengers (Adult)	343,140	425,818
Annual Bus Hours	25,210	14,683
Annual Bus Miles	257,708	170,327
Revenue Cents per Mile	39.1¢	38.2¢
Length of Route O-W Miles		
59	7.1	7.1
59C	2.5	2.5
76	7.9	7.9
Schedule Speed (MPH)	10.2	11.6
Maximum Vehicles	9-3-8	
Weekday Headways	11½-30-12	

ROUTE 72-73 - OAKLAND-RICHMOND

Route Description

Present - Route 72-73 is a long arterial route operating between Richmond and the Oakland CBD. On the Richmond end, the route splits into three legs serving the main business and industrial activities along MacDonald Ave., Potrero Ave. and Cutting Blvd. To Oakland, the route operates on San Pablo Ave. serving the residential and commercial areas of El Cerrito, Albany, West Berkeley and Emeryville before entering the Oakland CBD. During the weekday peak periods, short service is operated from the Oakland CBD to the industrial area of West Berkeley and is designated as Route 73.

Service is provided daily on Route 72.

Proposed Plan - On the Richmond end, the route would be modified to provide direct service from MacDonald Ave. to the BARTD Richmond Station. In El Cerrito, a short modification would be made in the route to provide direct service to the BARTD Cutting Blvd. Station. In the Oakland CBD, the route would be changed from 10th and Washington Sts. to loop via 9th St., Broadway, Telegraph Ave. 20th St. to San Pablo to provide a direct connection with BARTD 12th & 19th Sts. Stations.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$697,983	$385,945
Annual Revenue Passengers (Adult)	1,976,190	1,674,660
Annual Bus Hours	91,215	36,092
Annual Bus Miles	1,120,089	418,665
Revenue Cents per Mile	62.3¢	92.2¢
Length of Route O-W Miles		
72M	14.4	(
72P	14.4	(13.0
72C	13.7	(
Schedule Speed (MPH)	12.3	11.6
Maximum Vehicles	18-13-20	
Weekday Headways	6-10-4	

ROUTE 80 - EAST OAKLAND-SAN LEANDRO-CASTRO VALLEY-HAYWARD
81-81A-81W - EAST OAKLAND-SAN LEANDRO-SAN LORENZO-HAYWARD
82 - EAST OAKLAND-SAN LEANDRO-HAYWARD
83-83A-83B - WEST OAKLAND, THROUGH DOWNTOWN OAKLAND AND VIA EAST 14TH ST.

Route Description

Present - This route combination is the most important arterial trunk route of the AC system. It operates along E. 14th St., and provides local and express service between the Oakland CBD and principal cities and districts south of Oakland. A portion of its service is through-routed to West Oakland.

The area served by the trunk route lies between the downtown sections of San Leandro and Oakland. South and east of San Leandro, the basic route splits with the 80 portion of the route continuing to the southeast serving MacArthur and Foothill Blvds., Fairmont Hospital, Castro Valley and the Hayward CBD.

From the CBD of San Leandro, the 81-81A route splits to serve the residential areas of Washington Manor, Bonaire, Florest Gardens and San Lorenzo Village, terminating in the Hayward CBD. Three major high schools, as well as several elementary schools, are served.

From San Leandro, the 82 portion of the route connects the San Leandro CBD via E. 14th St. and Mission Blvd. and Hayward, serving a highly-developed commercial and residential area and the Bay Fair Shopping Center.

Route 83 operates parallel to the basic routes. However, it splits into three legs at 98th and E. 14th St. One leg serves the Brookfield Village residential area, neighborhood commercial areas and some industrial activities, terminating at the Oakland International Airport. Another leg serves the residential area of Sobrante Park. The third leg operates via 98th Ave. and connects the E. 14th St. area with the Foothill and MacArthur residential areas and serving Castlemont High School. Beyond the Oakland CBD, Route 83 serves the residential, commercial and industrial areas of West Oakland.

roposed Plan - ROUTE 80. No change in present routing except modify to serve the BARTD San Leandro Station from E. 14th St. via Davis St.; and extend southern terminal from B St. and Mission Blvd. via B St. to terminal at the BARTD Hayward Station.

ROUTE 81-81A. These routes would become feeder routes between the BARTD Hayward and San Leandro Stations. On the south end, the routes would begin at B St. and Mission Blvd. in Hayward and operate via B St. to the BARTD Hayward Station, then via Grand St. to A St. and then over the present route to Juana and E. 14th St., continuing via Davis St. and San Leandro Blvd. to the BARTD San Leandro Station. The return route would be via Estudillo Ave., Clarke St., Davis St., E. 14th St., Parrott St., returning to the present route.

ROUTE 82. No change in present routing except modify to serve the BARTD San Leandro Station and extend the southern terminal in Hayward from Mission Blvd. and Orchard Ave. to Mission Blvd. and Gresel St.

ROUTE 83. No change from present routing.

ROUTE 83A. No change from present routing from the Oakland CBD to the Hegenberger loop. Eliminate portion of the route from Hegenberger loop to Oakland International Airport.

ROUTE 83B. No change from present routing.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$1,496,575	$1,074,638
Annual Revenue Passengers (Adult)	3,984,300	6,728,850
Annual Bus Hours	189,997	138,501
Annual Bus Miles	2,598,557	1,682,213
Revenue Cents per Mile	57.6¢	63.3¢
Length of Route O-W Miles		
80	18.0	18.2
81	18.9	9.5
81A	16.4	5.4
82	17.5	21.2
83	12.9	12.9
83A	14.2	13.1
83B	8.5	8.5
Schedule Speed (MPH)	13.7	12.5
Maximum Vehicles	44-28-46	
Weekday Headways	4-10-4	

ROUTE 88 - MARKET ST.-WEST 12TH ST.

Route Description

Present - Route 88 operates between University Ave. in West Berkeley and the Oakland CBD on Sacramento St. in Berkeley and on Market St. in North Oakland serving the residential and commercial areas along those two streets as well as several secondary schools. It enters the Oakland CBD via 16th St. and is through-routed via Washington & 12th Sts. through the residential and commercial areas of West Oakland and terminates at the Southern Pacific Railroad Depot.

Service is provided daily.

Proposed Plan - This route would be extended on the north end from University Ave. & Sacramento St. via Sacramento St. to provide a connection with the BARTD North Berkeley Station. In the Oakland CBD, the route from West Oakland would be extended from 11th & Clay Sts. via 11th St., Franklin St., 12th St. to Clay St., thus providing service to the BARTD 12th St. Station and then continuing the present route.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$277,338	$69,824
Annual Revenue Passenger (Adult)	880,130	334,875
Annual Bus Hours	38,488	9,694
Annual Bus Miles	389,314	92,091
Revenue Cents per Mile	71.2¢	75.8¢
Length of Route O-W Miles	7.3	7.7
Schedule Speed (MPH)	10.1	9.5
Maximum Vehicles	7-7-8	
Weekday Headways	12-15-10	

FEEDER ROUTES

ROUTE 7 - ARLINGTON AVE.-EUCLID AVE.

Route Description

Present - Route 7 is a local service feeder route operating between downtown Berkeley and the residential areas in the Berkeley Hills and along Arlington Ave. to El Cerrito, Kensington and East Richmond Heights. The principal function of the route is to provide a connection between the residential areas and the arterial routes operating through the Berkeley CBD. It also serves the University of California campus.

Service is provided daily.

roposed Plan - No change would be made in this route except that it would extend from its present terminal at University and Shattuck Aves. in Berkeley to make a direct connection with the BARTD Berkeley Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$109,543	$300,217
Annual Revenue Passengers (Adult)	340,290	1,194,435
Annual Bus Hours	26,099	46,658
Annual Bus Miles	349,748	597,218
Revenue Cents per Mile	31.3¢	50.3¢
One-way Route Miles	13.6*	13.80
Schedule Speed (MPH)	13.4	12.8
Maximum Vehicles	8-3-7	
Weekday Headways	12-30-12	

* Includes one-way loop miles.

ROUTE 17 - ALCATRAZ AVE.-CHABOT RD.

Route Description

Present - This route is a short east-west feeder service between North Oakland and East Berkeley. It operates through residential areas along Alcatraz Ave. and provides connecting service to several arterial routes. Service is also provided to neighborhood schools.

Service is operated on weekdays.

Proposed Plan - No change would be made in the present routing but the western end of the route at Alcatraz Ave. and Adeline St. would be extended via Adeline and Grove Sts. to make a connection with the BARTD Ashby Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$ 7,877	$39,890
Annual Revenue Passengers (Adult)	43,320	289,845
Annual Bus Hours	4,854	32,173
Annual Bus Miles	46,148	289,555
Revenue Cents per Mile	17.1¢	13.8¢
Length of Route O-W Miles	3.0	3.50
Scheduled Speed (MPH)	9.5	9.0
Maximum Vehicles	2-1-2	
Weekday Headways	20-40-20	

ROUTE 46 - ARTHUR-OLIVE ST.
87 - KINGSLAND-MAXWELL PARK

Route Description

Present - These two routes are combined for operating purposes. They are both neighborhood feeders in the East Oakland area. Route 46 serves the Eastmont residential area along Bancroft Ave. and west through the residential and commercial areas along Foothill Blvd. to E. 14th St. Route 87 operates a loop service between Foothill Blvd. and the residential area of Maxwell Park.

Service is operated on weekdays.

Proposed Plan - Route 46 - This route would be extended to E. 14th and High Sts. via E. 14th St. to make a direct connection with the BARTD Fruitvale Station.

Route 87 - This route would also be extended to the BARTD Fruitvale Station from 55th Ave. and Foothill Blvd. via Foothill Blvd., High St. and E. 14th St.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$13,208	$61,232
Annual Revenue Passengers (Adult)	47,595	328,605
Annual Bus Hours	7,438	21,168
Annual Bus Miles	69,312	259,835
Revenue Cents per Mile	19.6¢	23.6¢
Length of Routes O-W Miles		
46	4.0	4.0
87	1.5 *	3.2
Schedule Speed (MPH)	9.3	12.3
Maximum Vehicles	2-2-2	
Weekday Headways - 46	25-45-20	
- 87	13-15-13	

* Includes one-way loop miles.

ROUTE 53 - FRUITVALE AVE.

Route Description

Present - Route 53 is a short feeder route in East Oakland operating between Tiffin Rd. in the hills east of MacArthur Blvd. and E. 14th St. in Fruitvale. It provides service to the Dimond residential area and through the commercial areas of Fruitvale Ave.

Service is provided daily.

roposed Plan - No change in present routing except that the western end of the line would be extended via E. 14th St. to provide a direct connection with the BARTD Fruitvale Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$45,790	$81,707
Annual Revenue Passengers (Adult)	181,545	572,850
Annual Bus Hours	10,824	25,627
Annual Bus Miles	99,986	243,461
Revenue Cents per Mile	45.8¢	33.6¢
Length of Route O-W Miles	3.3 *	3.6 *
Schedule Speed (MPH)	9.2	9.5
Maximum Vehicles	2-2-2	
Weekday Headways	15-20-15	

* Includes one-way loop miles.

ROUTE 54 - 35TH AVE.-38TH AVE.

Route Description

Present - This route is a U-shaped feeder route in East Oakland operating between the residential areas near MacArthur Blvd. and the commercial activities of E. 14th St. Between, it serves the residential and neighborhood commercial development along 35th and 38th Aves. In addition, several neighborhood schools are served.

Service is provided daily.

Proposed Plan - The western end of this route would be extended from 35th Ave. and E. 14th St. via E. 14th St. to make a direct connection with the BARTD Fruitvale Station.

The eastern end of the line would be extended from 35th Ave. and MacArthur Blvd. via Redwood Rd. to a terminal at Mountain Blvd. and Knoll Ave.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$42,906	$39,404
Annual Revenue Passengers (Adult)	165,870	238,260
Annual Bus Hours	10,411	10,830
Annual Bus Miles	118,481	119,130
Revenue Cents per Mile	36.2¢	33.1¢
Length of Route O-W Miles	3.9	5.0
Schedule Speed (MPH)	11.4	11.0
Maximum Vehicles	2-2-2	
Weekday Headways	20-20-20	

ROUTE 55 - DUTTON AVE.-DAVIS ST.

Route Description

Present - Route 55 is a feeder route operating between the Sheffield Village residential area near MacArthur Blvd. in San Leandro and the Marina Faire residential and shopping area. It operates along Dutton Ave. and E. 14th St., through the San Leandro CBD and along Davis St. through the industrial area of San Leandro to Mulford Gardens. Several local schools are served en route.

Service is provided daily except Sundays.

Proposed Plan - No change would be made in this route.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$24,028	$73,816
Annual Revenue Passengers (Adult)	106,590	564,035
Annual Bus Hours	8,964	40,630
Annual Bus Miles	117,184	479,430
Revenue Cents per Mile	20.5¢	15.4¢
Length of Route O-W Miles	7.1 *	7.1
Schedule Speed (MPH)	13.1	11.8
Maximum Vehicles	3-2-3	
Weekday Headways	21-30-22	

* Includes one-way loop miles.

ROUTE 56 - SEMINARY AVE.

Route Description

Present - This is a U-shaped feeder route operating in East Oakland between terminals near the commercial areas of E. 14th St. and the residential areas along Seminary Ave. and Mountain Blvd. east of MacArthur Blvd. Service is also provided to several local schools, Mills College, the Oak Knoll Naval Hospital and Knowland State Park. The southern leg of the route operates along Golf Links Rd. and 90th Ave. in the Castlemont residential area to a terminal at E. 14th St. in Elmhurst.

Service is provided daily.

Proposed Plan - Extensions would be added to each end of the route to serve BARTD stations. The Seminary Ave. end would be extended via San Leandro St. to the Fruitvale Station and the 90th Ave. end via 90th Ave., G St., 85th Ave., and San Leandro St. to the Coliseum Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$75,627	$175,050
Annual Revenue Passengers (Adult)	148,770	1,056,210
Annual Bus Hours	18,763	30,055
Annual Bus Miles	251,857	369,674
Revenue Cents per Mile	30.0¢	47.4¢
Length of Route O-W Miles	9.1	10.40
Schedule Speed (MPH)	13.4	12.3
Maximum Vehicles	5-2-4	
Weekday Headways	15-30-15	

ROUTE 63 - SOUTH SHORE-PARK ST.-BAY FARM ISLAND

Route Description

Present - This is a feeder and local service route operating entirely in the City of Alameda and Bay Farm Island. It connects the residential areas of Bay Farm Island and the South Shore with the shopping areas along Park St. and Webster St. It also serves several local schools and neighborhood shopping areas.

Service is provided daily except Sundays.

Proposed Plan - No change would be made in this route.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$11,577	$44,113
Annual Revenue Passengers (Adult)	30,495	174,705
Annual Bus Hours	4,901	10,191
Annual Bus Miles	64,119	122,294
Revenue Cents per Mile	18.1¢	36.1¢
Length of Route O-W Miles	6.4	6.4
Schedule Speed (MPH)	13.1	12.0
Maximum Vehicles	1-1-2	
Weekday Headways	10-45-22½	

ROUTE 65 - DWIGHT WAY

Route Description

Present - Route 65 is a short feeder and local service route operating east-west in the City of Berkeley. It originates in the residential areas near the California School for The Blind and serves the residential and neighborhood commercial areas along Dwight Way. It terminates on the western end at Channing Way near the Aquatic Park.

Service is provided daily except Sundays.

Proposed Plan - This route would be eliminated.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$20,183	-
Annual Revenue Passengers (Adult)	79,800	-
Annual Bus Hours	6,058	-
Annual Bus Miles	60,455	-
Revenue Cents per Mile	33.4¢	-
Length of Route O-W Miles	2.8	-
Schedule Speed (MPH)	10.0	-
Maximum Vehicles	2-1-2	-
Weekday Headways	20-30-20	-

ROUTE 67 - SPRUCE ST.-COLUSA AVE.

Route Description

Present - This route is a local feeder route operating between the Berkeley CBD and hilly, residential areas in the Berkeley Hills on one end and residential areas of North Berkeley and El Cerrito on the other. Service is provided to the Berkeley CBD along Spruce and Oxford Sts. from the hill area and along Fairmount and Colusa Aves. in El Cerrito and Grove St. in Berkeley. Major traffic generators, in addition to the Berkeley CBD are Berkeley and El Cerrito High Schools, Garfield Junior High and several neighborhood shopping areas.

Service is provided daily.

Proposed Plan - This route would be extended to replace Route 65 which was eliminated. Service from the El Cerrito end would be routed through the Berkeley CBD via Shattuck Ave. to Dwight Way and operate west to Channing Way. Service would thus be provided to the BARTD Berkeley Station.

The Spruce St. leg would be extended from the Berkeley CBD via Shattuck to Dwight Way and would operate east over the present Route 65. This leg would also provide service to the BARTD Berkeley Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$93,402	$204,950
Annual Revenue Passengers (Adult)	355,680	1,448,940
Annual Bus Hours	27,168	75,740
Annual Bus Miles	341,895	833,141
Revenue Cents per Mile	27.3¢	24.6¢
Length of Route O-W Miles	13.0	15.8
Schedule Speed (MPH)	12.6	11.0
Maximum Vehicles	6-3-6	
Weekday Headways	10-30-10	

ROUTE 68 - GARVIN-ARLINGTON/BARRET-EL CERRITO PLAZA

Route Description

Present - Service between the residential areas of East Richmond Heights, El Cerrito and the Richmond CBD is provided by this local route. It operates through the residential and light industrial areas of Richmond and the shopping district along MacDonald Ave. It provides service to the El Cerrito Shopping Center, Richmond and Harry Ells High Schools and the Portola Jr. High School.

Service is operated daily except Sundays.

roposed Plan - The El Cerrito portion of the route would be extended from Elm St. and Cutting Blvd. via Cutting Blvd. to provide a direct connection with the BARTD El Cerrito del Norte Station.

The Richmond end of the route would be modified to directly serve the BARTD Richmond Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$ 42, 443	$60, 445
Annual Revenue Passengers (Adult)	131, 100	364, 515
Annual Bus Hours	13, 521	21, 871
Annual Bus Miles	166, 642	273, 366
Revenue Cents per Mile	25. 5¢	22. 1¢
Length of Route O-W Miles	12. 5	12, 60
Schedule Speed (MPH)	12. 3	12. 5
Maximum Vehicles	4-3-4	
Weekday Headways	30-40-30	

ROUTE 69 - CHURCH LANE & ROAD 20 - 23RD & SAN PABLO
70 - LE ROY HEIGHTS-CONTRA COSTA COLLEGE-SAN PABLO AVE.

Route Description

Present - These two routes are combined for operating purposes. Route 69 is a local route providing service between North Richmond, Richmond, San Pablo and El Sobrante. The western end of the route originates in the residential area of North Richmond and operates through a commercial and industrial area to the Richmond CBD along MacDonald Ave. The other end of the route operates to the east through Richmond and into the residential areas of San Pablo continuing to the hill residential areas of El Sobrante. Service is provide to the Richmond CBD, several smaller shopping areas, Contra Costa Junior College, Richmond High School and Walter Helms Jr. High School. Route 70 is a short feeder route operating between the residential area o Le Roy Heights in San Pablo and MacDonald and San Pablo Aves. in Richmond. It serves Contra Costa Junior College and El Portal Shopping Center.

Service is provided daily on the basic route with service to El Sobrante daily except Sunday and on Route 70 daily except Saturdays and Sundays.

Proposed Plan - ROUTE 69. This route would be modified in the Richmon CBD to provide a direct connection with the BARTD station. Service from the residential areas of San Pablo and El Sobrante would be routed directly to the BARTD El Cerrito del Norte Station.

ROUTE 70. This route would be extended from San Pabl and MacDonald Aves. via San Pablo Ave. to serve the BARTD El Cerrito del Norte Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$126, 630	$110, 748
Annual Revenue Passengers (Adult)	381, 330	617, 025
Annual Bus Hours	26, 697	22, 362
Annual Bus Miles	340, 241	306, 513
Revenue Cents per Mile	37. 8¢	43. 0
Length of Route O-W Miles - 69 A	11. 4 *	(8. 60
69 B	8. 1 *	
70	4. 7 *	5. 0
Schedule Speed (MPH)	12. 8	13. 7
Maximum Vehicles	8-4-6	
Weekday Schedules	20-30-20	

* Includes one-way loop miles.

ROUTE 74 - ASHBY AVE.
73A - SAN PABLO-GILMAN ST.

Route Description

Present - Route 74 is an east-west feeder and local service route in Berkeley. It provides service between the residential areas in the Berkeley Hills and West Berkeley, with a weekday, peak-period extension (Route 73A) to the industrial areas in West Berkeley. It originates near the Claremont Hotel and serves the residential and neighborhood commercial areas along Ashby Ave. and terminates at San Pablo Ave.

Service is operated daily except Sundays.

Proposed Plan - No change in present routing except to loop via Shattuck Ave., Woolsey and Grove Sts. to provide a direct connection with the BARTD Ashby Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$17,769	$40,254
Annual Revenue Passengers (Adult)	140,790	236,265
Annual Bus Hours	5,757	14,220
Annual Bus Miles	62,106	153,572
Revenue Cents per Mile	28.6¢	26.2¢
Length of Route O-W Miles - 74	2.7 (3.2)	3.2
73A	6.1	6.1
Schedule Speed (MPH)	10.8	10.8
Maximum Vehicles	2-1-2	
Weekday Headways	20-30-20	

ROUTE 78 - CARLSON BLVD. & SAN PABLO AVE.

Route Description

Present - This is a local route operating in the Richmond-El Cerrito area with three legs radiating from the Richmond CBD. One leg serves the industrial and residential areas of North Richmond and the Parchester Village residential area. A second leg serves the northeastern residential and commercial areas in Richmond, Brookdale Hospital, and Richmond High School. The southern leg operates from the Richmond CBD through the residential, commercial and industrial areas along Carlson Blvd. and terminates at the El Cerrito Shopping Center near San Pablo Ave.

Service is provided daily.

Proposed Plan - This route would be modified to provide a direct connection with the BARTD Station in the Richmond CBD. The northeast leg would be extended via San Pablo Ave. to provide a direct connection with the BARTD El Cerrito del Norte Station. The southern leg would be extended on Carlson Blvd. to directly connect with the BARTD El Cerrito Plaza Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$89,191	$174,078
Annual Revenue Passengers (Adult)	335,160	957,885
Annual Bus Hours	24,919	55,877
Annual Bus Miles	331,380	670,520
Revenue Cents per Mile	26.9¢	26.0¢
Length of Route O-W Miles - 78	9.4	10.0
78A	4.3	4.8
Schedule Speed (MPH)	13.3	12.0
Maximum Vehicles	5-4-6	
Weekday Headways	15-20-15	

ROUTE 90 - SCHAFER PARK-PALMA CEIA VILLAGE
92 - PALMA CEIA PLAZA-SOUTHGATE

Route Description

Present - This combination of routes is a local and feeder service in Hayward operating between the Hayward business district and the residential areas of Palma Ceia, Southgate and Southland. Both routes originate south of Tennyson Rd. in Palma Ceia. Route 90 operates through residential and commercial areas and enters the Hayward CBD on West A St. Route 92 serves the same general area and enters the CBD via Winton Ave.

Both routes serve the St. Rose and Kaiser Hospitals, Mt. Eden High School and several neighborhood schools. Route 92 also serves the Southgate and Southland Shopping Centers and Chabot College.

Service is operated daily except Sundays.

oposed Plan - Both routes would be modified to provide a direct connection with the BARTD Hayward Station - - Route 90 from West A St. and Route 92 from Winton Ave.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$ 66, 475	$33, 670
Annual Revenue Passengers (Adult)	153, 900	188, 670
Annual Bus Hours	16, 236	7, 881
Annual Bus Miles	218, 253	94, 336
Revenue Cents per Mile	30. 5¢	34. 5¢
Length of Route O-W Miles - 90	5. 9	6. 0
92	6. 4 •	6. 1
Schedule Speed (MPH)	13. 4	12. 1
Maximum Vehicles	10-3-4	
Weekday Headways - 90	30-60-30	
92	30-60-30	

• Includes one-way loop miles.

ROUTE 91 - CASTRO VALLEY-HAYWARD

Route Description

Present - Route 91 is a local and feeder route operating between Castro Valley, through the Hayward CBD and the Palma Ceia residential area of Hayward. The route originates in the residential sections of Castro Valley and serves the shopping area along Castro Valley Blvd. and Redwood Rd. It also serves Castro Valley High School and several neighborhood schools. The route enters Hayward on Grove Way. After passing through the CBD, the route serves the residential and commercial areas to the southwest, St. Rose and Kaiser Hospitals and Tennyson High School.

An extension (Route 91A) operates from the Hayward CBD through a residential area along 2nd St. and Campus Dr. and provides service to Hayward High School and California State College at Hayward.

Service is operated on weekdays.

Proposed Plan - This route would be modified to provide direct service to the BARTD Hayward and South Hayward Stations - - from Tennyson Rd. and from Mission Blvd.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$ 49, 490	$57, 548
Annual Revenue Passengers (Adult)	175, 560	310, 650
Annual Bus Hours	13, 686	12, 944
Annual Bus Miles	179, 210	155, 325
Revenue Cents per Mile	27. 6¢	78. 6¢
Length of Route O-W Miles - 91	15. 0 •	14. 9 •
91 A	2. 7	
Schedule Speed (MPH)	13. 1	12. 0
Maximum Vehicles	5-3-4	
Weekday Headways	25-60-30	

• Includes one-way loop miles.

ROUTE 93 - SAN LORENZO VILLAGE, BAY FAIR SHOPPING CENTER, FAIRMONT HOSPITAL

Route Description

Present - Route 93 is an east-west local feeder route operating between San Lorenzo and the residential areas along 159th Ave. to Foothill Blvd. It originates near the Fairmont Hospital and serves the residential area between there and E. 14th St. and the Bay Fair Shopping Center. It continues west, serving the commercial and residential activities along Hesperian Blvd. to San Lorenzo Village. En route it serves the San Lorenzo High School and several neighborhood elementary schools.

Service is operated daily except Sundays.

roposed Plan - This route would be modified to provide a direct connection from Hesperian Blvd. to the BARTD Bay Fair Station.

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$26,085	$94,347
Annual Revenue Passengers (Adult)	65,550	729,030
Annual Bus Hours	7,241	29,923
Annual Bus Miles	135,526	400,967
Revenue Cents per Mile	24.7¢	23.5¢
Length of Route O-W Miles	8.3 *	8.4 *
Schedule Speed (MPH)	14.6	13.4
Maximum Vehicles	2-1-2	
Weekday Headways	25-45-30	

* Includes one-way loop miles.

CROSSTOWN ROUTES

ROUTE 57 - MAC ARTHUR BLVD.

Route Description

Present - Route 57 is a long crosstown route operating between East Oakland, North Oakland and Emeryville. The route begins in the commercial area at E. 14th St. and 73rd Ave. It operates east through the residential and neighborhood commercial areas along 73rd Ave. and north through the residential areas along MacArthur Blvd. Through North Oakland it operates along 40th St. to Yerba Buena and San Pablo Aves. in Emeryville where it connects with several trans-bay lines. Numerous local schools and hospitals are served en route.

Service is provided daily.

Proposed Plan - In East Oakland, the route would be extended from E. 14th St. via 73rd Ave. to the BARTD Coliseum Station and continue via Hegenberger Rd. to the Oakland International Airport.

In Emeryville, the route would be extended to Ashby and San Pablo Aves. via Park Ave., Hollis St. and Folger Av

Route Statistics

	1965	Proposed Plan 1975
Annual Revenue	$217,032	$180,648
Annual Revenue Passengers (Adult)	726,750	1,183,320
Annual Bus Hours	44,864	42,261
Annual Bus Miles	561,291	473,328
Revenue Cents per Mile	38.7¢	38.2¢
Length of Route O-W Miles	9.8	15.0
Schedule Speed (MPH)	12.5	11.2
Maximum Vehicles	10-6-12	
Weekday Headways	8-15-8	

ROUTE 64 - 23RD AVE.-SAN JOSE AVE.

Route Description

Present - This crosstown route connects East Oakland and Alameda. The route begins near MacArthur Blvd. in East Oakland and serves the residential areas, schools and commercial activities along Ardley Ave. and 23rd Ave. It crosses E. 14th St. and enters Alameda via Park St. serving the shopping district along Park St., the South Shore residential area, the residential areas along San Jose Ave. and the Webster St. commercial area. The route terminates at the Alameda Naval Air Station.

Service is provided daily.

Proposed Plan - No change would be made in this route.

Route Statistics	1965	Proposed Plan 1975
Annual Revenue	$ 86,793	$80,886
Annual Revenue Passengers (Adult)	271,890	320,340
Annual Bus Hours	19,892	16,539
Annual Bus Miles	212,384	152,162
Revenue Cents per Mile	40.9¢	53.2¢
Length of Route O-W Miles	9.0	9.0
Schedule Speed (MPH)	10.7	9.2
Maximum Vehicles	5-3-4	
Weekday Headways	10-30-20	

ROUTE 79 - HIGH ST. ALAMEDA

Route Description

Present - Crosstown service between East Oakland and Alameda is provided by this route. It connects the residential areas in the Oakland Hills east of MacArthur Blvd. with the residential and commercial areas of eastern Alameda and Bay Farm Island. It operates primarily on High St. and serves the residential and commercial activities in that area as well as Mills College and neighborhood schools. In Alameda, the route serves the residential areas of East Alameda and Bay Farm Island. During the midday, it serves the shopping area along Park St.

Service is operated daily except Sundays.

Proposed Plan - The portion of the route between Bay Farm Island and E. 14th St. would be eliminated. The route would be extended from E. 14th and High Sts. via E. 14th St. to provide a direct connection with the BARTD Fruitvale Station.

Route Statistics	1965	Proposed Plan 1975
Annual Revenue	$26,647	$119,481
Annual Revenue Passengers (Adult)	112,260	824,220
Annual Bus Hours	10,051	50,170
Annual Bus Miles	121,456	576,954
Revenue Cents per Mile	21.9¢	20.7¢
Length of Route O-W Miles	8.4	4.0
Schedule Speed (MPH)	12.1	11.5
Maximum Vehicles	2-2-3	
Weekday Headways	15-30-15	

Appendix F

NEW SERVICE AREAS

Eastern Contra Costa County

This large area, consisting of about 250 square miles, will be served by the BARTD Concord line. The line runs eastward from the Berkeley Hills through the communities of Orinda, Lafayette, Walnut Creek, Pleasant Hill and Concord. Stations will be located in each of those communities at an average spacing of approximately 2.5 miles.

The area is characterized by clusters of residential and commercial development along the main travel arteries with large undeveloped areas in between. With a population estimated in 1964 of 279,000, the density of population in eastern Contra Costa County is approximately 1.7 persons per acre. However, population density ranges from 10 to 20 persons per acre in the developed centers such as Concord.

Immediately east of the Berkeley Hills are the suburban-residential communities of Orinda and Lafayette. Both of these communities are located along Highway Route 24 which the BARTD line will parallel. Orinda and Lafayette consist of small commercial centers surrounded by residential sections of single family homes. The topography on the north side of Route 24 is quite rugged. Consequently, residential development is both sparse and shallow. On the south side, with less rugged terrain, residential development toward St. Mary's College extends considerably further.

To the east along Route 24 are the cities of Walnut Creek, Pleasant Hill and Concord. These three fast-growing cities are located on relatively flat terrain and contain sizeable commercial and residential areas. Their total population in 1966 was estimated by the California Department of Finance at 126,900 people. The City of Concord, where the BARTD line will terminate, is the largest of the three communities, with a population of 76,000. Concord, although containing little industry, has a well-developed commercial core surrounded by residential neighborhoods of single homes and scattered garden-type apartments.

The primary land use in the area is residential. Large sections of undeveloped acreage indicate a strong probability of future population growth. However, as detailed in Technical Memorandum 14, the population growth projected to 1975 for this area is not expected to increase the population density significantly. The growth is expected to be primarily in new residential areas.

Beyond this group of cities is a string of older communities to the north and east along the inland waterways. The communities of Antioch, Pittsburg, Port Chicago and Martinez are separated from the central part of the county by extensive open areas, a range of very rugged hills and a large military reservation. They are older, self-contained communities most of whose residents work in the industries located along the waterways.

To the south and east is a large agricultural area centered around the communities of Clayton, Brentwood and Oakley. This section represents nearly one-half of the land area of the entire county and has a very low overall population density - - .7 persons per acre. Geographically, the centers of population in this area are 20 to 25 miles distant from the BARTD station in Concord via existing highways.

Present Transit Service

Eastern Contra Costa County is presently served by a network of commuter routes operated by Western Greyhound. Service is provided on 10 local and express routes between the major communities and Oakland, Berkeley and San Francisco. A total of 117 buses are used in this service. All of the Greyhound routes operate on Route 24 for some portion of their length, serving the communities of Orinda, Lafayette, Walnut Creek, Pleasant Hill and Concord. Branch line service is operated to Danville, Alamo and Martinez. Branch line service is also provided to the outer string of communities - - Antioch, Pittsburg, and Port Chicago. In addition, an intercity Greyhound route between Stockton and San Francisco serves this easternmost group of communities along Highway Route 4.

Eastshore Lines is a local carrier in the Lafayette area providing primarily school and "on call" local service. Sierra Lines operates a group of five routes in the same area with nine buses and carries some 42,000 passengers annually. This company is certificated to operate between the Lawrence Radiation Laboratory in Berkeley and the communities of Concord, Walnut Creek, Pleasant Hill, Lafayette, Danville, Alamo and Orinda.

Transit service is operated by the Leisure World Foundation in the Walnut Creek area to the John Muir Hospital.

Recently, the California Public Utility Commission approved an application by County Transit Lines, Inc., to operate service over four routes serving Danville, Alamo, Walnut Creek, Pleasant Hill, Concord, Pacheco and Martinez.

Service would be operated weekdays only and be oriented to existing Greyhound depots and later to BARTD stations. At the present time, service is being operated on two routes and part of a third in the Pleasant Hill-Walnut Creek-Concord area. Adult fares are 30¢ with a 5¢ transfer charge.

PROPOSED EASTERN CONTRA COSTA COUNTY FEEDER ROUTES

- Route C-1 - This route would operate southeast from the Orinda station on Moraga Way to Moraga Rd. - - a distance of 4.7 miles. Service would be provided between the station and the commercial center of Orinda along Camino Pablo and the residential areas of single and multi-family dwelling units on Moraga Way. The route would terminate at the Shopping Center at Moraga Way and Canyon Rd.
- Route C-2 - Service on this route would be the same as Route C-1 between the Orinda station and Moraga Way and Glorietta Blvd. From that point, the route would operate through the residential sections along Glorietta Blvd. and Rheem Blvd. to a terminal at Moraga Rd. - - a total distance of 4.3 miles.
- Route C-3 - Service between the Lafayette station and St. Mary's College would be provided by this route. From the BARTD station, the route would operate south on Happy Valley Rd. to Diablo Blvd. and serve the commercial and retail center of Lafayette to Moraga Rd. From that point, service would be provided to the residential sections along Moraga Rd. and St. Mary's Rd. to St. Mary's College. This route would be 6.1 miles long and would terminate at the shopping center located at Moraga Way and Canyon Rd.
- Route C-4 - This route would operate between the Walnut Creek station and Danville - - a distance of 7.2 miles. From the Lafayette station, the route would operate via Ygnacio Rd. to Main St. in Walnut Creek, passing through the retail and commercial center, and then via Highway Route 21 through Alamo and Danville to a terminal at Danville Blvd. and Diablo Rd.

- Route C-5 - This would be a loop route operating between the Walnut Creek and Pleasant Hill Stations. The route would originate on the south end at the Walnut Creek station and operate over Ygnacio Rd. to Bueno Vista Ave. serving the residential areas along San Luis Rd., Larkey Lane to Geary Rd. From that point, the route would operate on Geary Rd., Pleasant Hill Rd., Oak Park Blvd., North Main St., Geary Rd. to the Pleasant Hill station at Wildwood Lane. The area served is primarily single-family residential homes with the exception of the commercial development along North Main St. The one-way length of this route would be 4.8 miles.

- Route C-6 - This route would serve the Pleasant Hill station from the residential areas to the northeast. Beginning at the BARTD station, the route would operate via Wildwood Lane, Geary Rd., and Treat Lane to a terminal near the Contra Costa Canal - - a distance of 3.0 miles. The area served is almost entirely residential with only a small amount of commercial development.

- Route C-7 - This route would also serve the Pleasant Hill BARTD station from the residential sections of northern Pleasant Hill - - a one-way distance of 3.3 miles. From the station, the route would operate via Wildwood Lane, Geary Rd., through the commercial activities along North Main St. and Contra Costa Blvd. At Harriet Dr., the route would loop through the residential area along Mary Dr. and Hazel Dr. to Contra Costa Blvd. From that point, the route would return over the same streets to the BARTD station.

- Route C-8 - This route would operate between the BARTD Concord station and the residential sections in the western part of the City of Concord. From the station, the route would operate through the commercial center of Concord along Willow Pass Rd. to Market St. From that point, the route would operate through the residential sections along Meadow Lane and loop via Mayette Ave., Magnolia Dr. and Sunshine Dr. - - a one-way distance of 2.2 miles.

- Route C-9 - This route would originate at the Concord station and operate through the commercial center of Concord along Colfax Ave. and Clayton Rd. It would then serve the residential areas along Port Chicago Highway to a loop at Ranchito Dr. and Floyd Lane. The one-way distance of this route would be 2.5 miles.

- Route C-10 - This route would operate between the BARTD station and the residential areas east of the downtown area of Concord. It would operate from the station via Clayton Rd. to Willow Pass Rd. serving the residential areas along Willow Pass Rd., Landana Dr. and Concord Blvd. This would be a large loop route and service would be operated around the loop in both directions. The one-way loop distance would be 5.1 miles.

- Route C-11 - Service between the residential areas along Clayton Rd. and the BARTD Concord station will be provided by this route. It would originate at the BARTD station and operate east on Clayton Rd. to Kirker Pass Rd. and loop in the residential area east of Kirker Pass Rd. via Washington Blvd., Pennsylvania Dr. and Delaware Dr. The one-way distance of this route would be 4.9 miles.

Southern Alameda County

In this area, the BARTD line extends approximately six miles beyond AC Transit service territory and includes two stations - - Union City and Fremont.

Virtually, all of the area adjacent to BARTD is within the boundaries of three communities - - Fremont, Newark and Union City. The latter two are older, established communities with a mixture of commercial, residential and industrial development. Fremont, the largest of the three with a population of 81,000, is a recently incorporated city embracing several small, older communities and large newer residential tracts. The combined population of the three communities was estimated to be 112,000 in 1965. In land area, it is the third largest city in California - - after Los Angeles and San Diego - - resulting in a population density of 2.3 persons per gross acre.

Topographically, the developed areas are on flat land between the Bay on the west and a range of hills on the east. At the present time, there are large sections of land devoted to agricultural uses. Industrial facilities are scattered along the Bay and in the southern part of Fremont.

The remainder of southern Alameda County is a large area centered around the communities of Livermore and Pleasanton. The area lies east of the Sunol Ridge and is largely undeveloped. The primary activities are agriculture and quarrying. The two incorporated cities - - Livermore and Pleasanton had a combined population of approximately 36,000 in 1966. They are self-supporting communities. These centers of population lie about 20 miles east of the BARTD line and are connected to the Bay Area by intercity bus service.

Present Transit Service

Transit service in southern Alameda County is provided by Peerless Stages, an intercity carrier operating between Santa Cruz, San Jose and Oakland. In the Fremont-Newark-Union City area, service is provided on a "flag-stop" basis on the main roadways. The main route operates from Oakland via Mission Boulevard through Union City and then through Fremont on Highway Route 84 and Fremont Boulevard. Supplementary routes are operated over Nimitz Freeway, Mission Boulevard between Warm Springs Boulevard and Route 84, and Route 84 between Newark and Mission Boulevard.

PROPOSED SOUTHERN ALAMEDA COUNTY FEEDER ROUTES

- Route F-1 - This route would operate between the South Hayward and Union City stations - - a distance of 3.5 miles. It would originate at the South Hayward station and operate along Mission Blvd. through the residential areas of South Hayward and Union City. From Mission Blvd. and Decoto Rd., the route would operate south on Decoto Rd. and H St. to the BARTD Union City station.

- Route F-2 - The second route would operate between the Union City station and the residential sections of north Fremont. This route would begin at the Union City station and operate south on Decoto Rd. to Cabrillo Dr. At that point, the route would operate through the residential areas along Cabrillo Dr. and Thornton Ave. to Fremont Blvd. and then along Fremont Blvd. and Decoto Rd. to the Union City station. The one-way distance of this route would be 4.0 miles.

- Route F-3 - This route would operate between the residential and commercial areas of Newark and the BARTD Union City station. It would originate in the commercial section on Thornton Ave. and operate along

Thornton Ave. to Newark Blvd. From that point the route would operate through the residential sections of Newark to Jarvis Ave. The route would then operate via Jarvis Ave. and Decoto Rd. to the BARTD station - - a total one-way distance of 6.0 miles.

- Route F-4 - Service between the Centerville district of Fremont and the BARTD Fremont station would be provided by this route. From the station, the route would operate through the residential section along Parkside Dr. and Martha Ave. to Peralta Blvd. and continue into the commercial center at Fremont Blvd. From there, the route would loop the residential sections bounded by Thornton Ave., Blacow Rd., Mattos Dr. and Fremont Blvd. The one-way distance of this route would be 3.9 miles.

- Route F-5 - This would be a short feeder route of approximately 1.3 miles operating between the Niles district and BARTD Fremont station. From the BARTD station, the route would operate via Mowry Ave. and Peralta Blvd. (Highway Route 84) to a loop in the residential area east of Mission Blvd.

- Route F-6 - Feeder service to the Fremont Station would be provided by this route from the residential areas of the Irvington district. The route would originate in the residential section north of Washington Blvd. and Driscoll Rd. and would operate along Washington Blvd. to Fremont Blvd., through the commercial center of Fremont and then on Mowry Ave. to the BARTD station - - a one-way distance of 4.8 miles.

- Route F-7 - This route would serve the residential areas between Fremont Blvd. and the Nimitz Freeway. It would originate in the residential section near Fremont Blvd. and Doane St. and operate along Doane St., Grimmer Blvd., Cooks Rd., Blacow Rd. to Mowry Ave. From that point, the route would turn north along Mowry Ave., passing through the commercial center of Fremont and continuing on Mowry Ave. to the BARTD station. The one-way distance of this route would be 6.5 miles.

Northern San Mateo County

BARTD will extend about one-quarter of a mile into San Mateo County, terminating at the Daly City Station. Further south - - within the area tributary to BARTD are the cities of Pacifica, Colma, San Bruno and South San Francisco. For the most part, these are suburban-residential communities located along Skyline Boulevard, Juniper Serra Boulevard and El Camino Real.

The total population of the portion of San Mateo County in the study area was 170,456 in 1965 and is projected to increase to 218,450 by 1975. However, population density is low, exceeding 20 persons per acre only in some portions of Daly City. Despite the projected increase in population, the density of development is not expected to increase significantly.

Industrial activity in the area is negligible except in South San Francisco, where there is a considerable amount of industrial development along the Bayshore freeway.

Present Transit Service

Transit service in the northern San Mateo County area is presently provided by Northgate Transit Company and Western Greyhound Lines. Greyhound operates over three routes between Pacifica, San Bruno, Colma and Daly City to San Francisco. Northgate Transit provides local service in Daly City, Colma and South Francisco over a network of five routes. In 1965, the company reported having 15 buses in operation carrying 393,252 passengers.